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A Historical Magazine for the People.

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THE RECORD OF OLD SMITHFIELD.
1732 to 1850.

By the Editor.

Continued from Vol. VIII, page 216.

W

MARRIAGES.

- Wilbur Jeremiah, and Mary Smith; m. by Thomas Steere,
Justice, Aug. 5, 1750.
- “ Daniel Jr., and Ruth Smith; m. by Thomas Steere,
Justice, Dec. 13, 1750.
- “ Daniel, and Mary Wilbur; m. at East Greenwich by
Thomas Aldrich, Justice July 5, 1756.
- “ Mary, and Daniel Wilbur, July 5, 1756.
- “ Mary, and Levi Herendeen, Sept. 17, 1759.
- “ Martha, and Benoni Pain, Apr. 10, 1774.
- “ Sarah, and Waterman Dexter, Oct. 23, 1774.
- “ Patience, and Joseph Arnold, May 28, 1775.
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- Wilbur Christopher, of Daniel, and Rachel Sayles, of Jonathan; m. by Rev. Ezekiel Angel, Nov. 15, 1781
- " Ruth, and Joseph Pain, Dec. 20, 1781.
- " Ruth, and Noah Streeter, Feb. 11, 1801.
- " Mary, and Henry Darling, Jr., Dec. 13, 1804.
- " Lorana, and Jesse Smith, May 19, 1808.
- " Daniel, Jr., of Daniel, and Mary Ballou, of Dr. Peter; m. by Thomas Man, Justice, July 12, 1818.
- " Albert G., and Hannah L. Andrews; m. by Rev. Henry Waterman, Mar. 18, 1839.
- " Mary Jane, and Orin Wright, Feb. 3, 1841.
- " Thomas E., of Wanton and Mary, and Ruth A. Sweet, of James and Eliza; m. by Rev. Addison Woodard, Aug. 17, 1846.
- " William H., of North Providence, and Eliza S. Mowry of Smithfield; m. by Rev. Henry Bayles, Apr. 23, 1849.
- Wilcox Josiah, and Cashaba Lapham; m. by Daniel Mowry, Jr., Justice, Oct. 16, 1760.
- " Daniel, of Smithfield, and Annie Rogers, of Daniel, of Cumberland; m. by Stephen Arnold, Justice, Dec. 21. 1766.
- " Phebe Ann Caroline, and Joseph R. Hathaway, June 17, 1839.
- " Anson, of Cumberland, son of Daniel and Louisa A. Wood, of Lebbeus, of Blackstone, Mass.; m. by Rev. B. P. Talbot, May 13, 1847.
- Wilkinson Zebiah, and Ichabod Comstock, Sept. 13, 1722.
- " Izrael, and Mary Aldrich; m. by Valentine Whitman, Justice, Apr. 6, 1732.
- " Ishmael, and Sarah Mowry; m. by Thomas Sayles, Justice, Feb. 27. 1734-5.

- Wilkinson Jeremiah, and Patience Hide; m. by Daniel Jenckes, Justice, July 3, 1735.
- " Josiah, and Margaret Thompson; m. by Thomas Sayles, Justice, Dec. 13, 1736.
- " Plain, and John Rogers, Nov. 7, 1738.
- " Huldah, and Elisha Dillingham, June 19, or Sept 10, 1738.
- " Daniel, and Abigail Inman; m. by William Arnold Justice, Sept. 22, 1740.
- " John, Jr., and Ruth Angell; m. by William Jenckes, Justice, Nov. 12, 1743.
- " Sarah, and Amos Arnold, Feb. 23, 1745-6.
- " Sarah, and Andrew Waterman, Sept. 25, 1748.
- " Hannah, and Joseph Davis, Feb. 17, 1754.
- " Susannah, and Daniel Marsh, Dec. 29, 1754.
- " Josiah, and Margaret Thompson, m. by Thomas Sayles, Justice, Dec. 13, 1756.
- " Stephen, and Sarah Sprague; m. by Samuel Winsor, Justice, Apr. 9. 1760.
- " Jacob, and Mary Potter; m. by Stephen Sly, Justice, Aug. 21, 1763.
- " Wait, and David Buffum, Sept. 27, 1767.
- " Robert, of Smithfield, son of Izreal and Mary Lapham, of Joseph, of Cumberland; m. by Joseph Davis, Justice, Dec. 29, 1768.
- " Izrael, Jr., of Izreal, of Smithfield, and Silence Ballou, of Cumberland, dau. of Elisha; m. by Caleb Aldrich, Justice, Feb. 14, 1772.
- " Sarah, and John Smith, Nov. 8 1772.
- " David, of Izrael, and Lydia Spear, of Elkanah; m. by Peter Darling, Justice, Apr. 25, 1773.
- " Sarah, and Abel Mowry, Mar. 21, 1779.

Wilkinson John, of Benjamin, of Scituate, and Mary Mowry, of Daniel, Jr., of Smithfield; m. by Rev. Ezekiel Angell, Apr. 23, 1780.

“ Marey, and Daniel Hutchinson, Oct. 9, 1785.

“ Joanna, and Jeremiah Scott, Dec. 15, 1790.

“ Simeon, of Ahad, and Elizabeth Jenckes, of Joseph; m. by Amaziah Weatherhead, Justice. June 10, 1792.

“ Lydia, and Seth Mowry, Jan. 17, 1799.

“ Waite, and Nathaniel Streeter, Oct. 31, 1799.

“ Jacob, of Robert, dec., and Amey Streeter, of George; m. by Thomas Man, Justice, Jan. 30, 1800.

“ Mary, and Benjamin Coe, Nov. 27, 1800.

“ David, of Robert, of Smithfield, and Lucy Capron, of Joseph, of Cumberland; m. by Isaac Razee, Justice, Apr. 9, 1809.

“ James, of Izreal, of Smithfield, and Vienna Sheldon, of Cumberland, dau. of David; m. by Isaac Razee, Justice, June 10, 1810.

“ David, of Robert, and Thankful Sayles, of Smith; m. by Samuel Hill, Justice, Dec. 27, 1812.

“ Izreal Jr., of Smithfield, and Abigail Carpenter, of Mendon; m. at Worcester, Mass., by Warren Rawson, Justice, Dec. 9, 1813.

“ Isaac, of David, and Hannah Streeter, of William; m. by Thomas Man, Justice, Apr. 22, 1819.

“ Sarah, and Thomas Steere, July 2, 1844.

“ David Spear, and Almira Hendrick; m. at Thompson, Conn., by Vernon Styles, Justice, Mar. 29, 1845.

Winkinson Joseph, 2d., of Cumberland, son of Joseph, and
Phebe J. Ham, of William, of Smithfield; m. by
Rev. Warren Emerson, Sept 23, 1846.

Willard Curtis E., and Ann F. Dyer; m. by Rev. D. L. Mc-
Geer, Dec. - 1846.

Williams Thaddeus, and Hannah Jenckes, of Christopher;
m. by Ichabod Comstock, Justice, Aug. 25, 1774.

" Philadelphia, and Moses Aldrich, Nov. 4, 1794.

" James, of James, and Eliza Stone, of Welcome; m.
by Thomas Man, Justice, Sept. 4, 1831.

" Sally H., and Orin Smith, May 19, 1844.

" Mary, and George Talbot. May 4, 1845.

" Robert P., and Alpha B. Aldrich; m. by Vernon
Styles, Justice, at Thompson, Conn., Feb. 1,
1846.

Wilson John, and Dinah Stow, both of Mendon, Mass.; m.
by Thomas Sayles, Justice, July 16, 1744.

" Zebulon R., of Upton, Mass., son of Samuel, dec., and
Susan E. Angell, of Nathan H, dec. of Smithfield;
m. by John Pain, Justice, May 3, 1840.

" George, of Jacob, and Mary G. Latham, of Smithfield;
m. by Rev. T. A. Taylor, Jan. 1, 1845.

Wilmarth Albert T., of North Providence, son of Jonathan,
and Marcy B. Mowry, of Daniel, of Smithfield;
m. by Rev. Reuben Allen, May 17, 1840.

Wing Joseph, and Dinah Kelley; m. by Daniel Mowry, Jr.,
Justice. Apr. 29, 1768.

" Content, and Stephen Hendrick, June 13, 1773.

" Waite, and Jabez Harris, Justice, May 1, 1803.

Winslow Simeon A., and Mary L. Slade; m. by Henry S.
Mansfield, Justice, Dec. 11, 1823.

Winsor Sary, and Othniel Mathewson, Feb. 3, 1734-5.

Winson Mary, and Benjamin Smith, Nov. 7, or 26, 1738.

“ Abraham, and Mary Smith; m. by Thomas Sayles, Justice, Apr. 2, 1740-1.

“ John, of Smithfield, and Mary Smith, of Glocester; m. by John Smith, Justice, Oct. 13, 1743.

“ Abraham, and Sarah Smith; m. by Thomas Steere, Justice, Nov. 24, 1752.

“ Joshua, and Abigail Smith; m. by Thomas Owen, Justice, June 26, 1755.

“ William, and Abigail Whipple; m. by Rev. Edward Mitchell, Nov. 19, 1761.

“ Jeremiah, and Phebe Randall; m. by Daniel Mowry, Jr., Justice, Nov. 24, 1763.

“ Darius, of Elder John, and Mary Eddy, of Daniel, of Glocester; m. by Rev. Samuel Winsor, May 15, 1775.

“ Elder John, and Phebe Dexter, widow of William; m. by Elder Samuel Winsor, Jan. 23, 1777.

“ Candace, and Samuel Dexter, June 14, 1788.

“ Marcy, and Samuel Holmes, Dec. 19, 1779.

“ James, and Amey Brown of Eleazer; m. by Henry S. Mansfield, Justice, Feb. 20, 1826.

“ George W., of Jeremiah, and Laura Potter, of Benjamin, both of Scituate; m. by Rev. Reuben Allen, Mar. 19, 1840.

Winterbottom Martha, and John Fitton, Oct. 14, 1844.

Wipen Olive, and Willard Freeman, Mar. 27, 1825.

Wolcut Elizabeth, and Ebenezer Emerson, Apr. - 1733.

Woodart James N., of Thompson, Conn., and Sarah L. Adams, of Smithfield; m. at Burrillville, by Rev. Thomas C. Brown, Aug. 17, 1848.

- Woodbury G. Sullivan, of Hopkinton, Mass., and Anna Eliza Hill, of Smithfield; m. by Rev. P. Bond, June 11, 1850.
- Woodward Nathaniel, and Mary Brittain; m. by Daniel Mowry, Jr., Justice, Feb. 7. 1759.
- “ Elijah, and Hannah Crossman; m. by Daniel Mowry, Jr., Justice, Jan. 30, 1763.
- “ Huldah, and Silum Jennison, Apr. 10, 1848.
- Wood Stephen, of William, and Amey Aldrich, of Gideon; m. by Isaac Comstock, Justice, June 30, 1814.
- “ James, of Smithfield, and Ruth Inman, of Burrillville; m. by Lewis Dexter, Justice, Oct. 12, 1828.
- “ Mary Ann, and Henry Randall, Feb. 17, 1840.
- “ Louisa A., and Anson Wilcox, May 13, 1847.
- “ James, of Cumberland, and Eveline Sholes; m. by Rev. P. Bond, Oct. 11, 1850.
- “ Mary Ann, and William Sawyer, Nov. 3, 1850.
- Worseley Joseph, and Elizabeth Locklen, m. by Rev. David Pickering, Apr. 22, 1835.
- Wosamogue Tom and Hannah Rumblemash; m. by Thomas Steere, Justice, Oct. 5, 1748.
- Wright Anne, and Jonathan Smith, June 19, 1734-5.
- “ Zephaniah, and Phebe Place; m. by Thomas Steere, Justice, Oct. 20, 1754.
- “ Orin, of Augustus, and Mary Jane Wilbur of David; m. by Rev. Reuben Allen, Feb. 3, 1841.
- “ Henry, and Sarah Goff; m. by Rev. Charles Wright, May 1, 1848.
- Wyatt Samuel Douglass, of Philadelphia, Penn., and Caroline Churchill Wardwell, of Smithfield; m. by Rev. Asel D. Cole, Sept. 11, 1844.

BIRTHS AND DEATHS.

Walling James, died, Apr. 4, 1753.

" James, died, Apr. 4, 1754.

Warner William R., of George T., and Tamzen, Mar. 31.
1826.

Waterman	Mary, of William and Mary,	July 28, 1778
"	Stephen, " "	Mar. 24, 1780
"	Nancy, " "	Jan. 27, 1782
Weekes	John, of Nathan and Hannah,	Feb. 22, 1772
Wheelock	Ezekiel, of Silas and Celian,	Dec. 8, 1820
Whipple	Mary, of William and Elizabeth,	Feb. 28, 1714
"	Elizabeth, " "	May 26, 1715
"	Jemima, " "	Oct. 4, 1717
"	Amey, " "	Oct. 24, 1718
"	William, " "	Nov. 1, 1719
"	Meray, " "	Mar. 15, 1721
"	Jeremiah, " "	May 19, 1722
"	Hopey, " "	Apr. 28, 1723
"	John, " "	May 7, 1724
"	Anthony, " "	Apr. 9, 1725
"	Sarah, " "	Oct. 10, 1726
"	Benjamin, " "	June 2, 1728
"	Moses, " "	Jan. 21, 1729
"	Joseph, " "	Apr. 18, 1731
"	Amey, " "	May 31, 1732
"	Eleazer, " "	Jan. 20, 1733
"	Hannah, " "	May 2, 1735
"	Phebe, of Ephraim and Presilla,	Nov. 4, 1755
"	Mary, " "	Dec. 15, 1757
"	Joseph, of Nathaniel and Sarah,	May 14, 1759
"	Amey, " "	Aug. 27, 1761

Whipple	Lydia,	"	"	Feb. 19, 1764
"	Swina,	"	"	June 27, 1765
Whiteman John, died, July 9, 1741.				
"	Abijah, of Noah and Sarah,			Oct. 18, 1745
"	David,	"	"	Oct. 17, 1747
"	Susannah,	"	"	Sept. 20, 1749
"	Esquire,	"	"	Jan. 7, 1752
"	Hannah,	"	"	Sept. 22, 1754
"	Dennis,	"	"	Aug. 27, 1757
Another entry reads 1st. child Abigail.				
"	Valentine, of John and Urania,			Sept. 19, 1719
"	Nancy (Morehead, of John and Priddy,) his wife.			Sept. 10, 1752
"	Sarah, of Valentine and Nancy,			Dec. 18, 1772
"	Amey,	"	"	Dec. 21, 1774
"	James,	"	"	Dec. 18, 1777
"	Lydia,	"	"	Oct. 21, 1782
White Hannah, of Joseph and Susannah,				
"	John,	"	"	Dec. 30, 1781
"	James,	"	"	May 25, 1784
Wilbur Peter, of George and Rachel,				
"	David,	"	"	Apr. 10, 1742
"	Martha, of Daniel and Ruth,			June 16, 1751
"	Sarah,	"	"	Apr. 10, 1755
"	Lydia,	"	"	Mar. 5, 1757
"	Christopher,	"	"	Jan. 7, 1759
"	Ruth,	"	"	Oct. 19, 1760
"	Daniel,	"	"	Aug. 13, 1764
"	Abigail,	"	"	Aug. 6, 1766
"	Tabitha,	"	"	Oct. 24, 1768
"	Joh,	"	"	Nov. 6, 1770
"	Smith,	"	"	Sept. 6, 1772
"	Mercy,	"	"	Apr. 13, 1774

Wilbur Patience, of Daniel and Mary,			Oct. 24, 1756
" Dorothy,	"	"	May 15, 1758
" Benjamin,	"	"	Sept. 20, 1762
" Gideon,	"	"	Mar. 18, 1765
" Samuel,	"	"	Feb. 29, 1768
" Rachel,	"	"	July 26, 1770
Wilkinson Amey, of John and Rebecca,			Jan. 23, 1719
" Anne,	"	"	May 19, 1721
" " "	"	"	died Sept. 7, 1722
" John,	"	"	Mar. 20, 1724
" Sarah,	"	"	June 27, 1727
" Susannah,	"	"	Sept. 20, 1729
" Ruth,	"	"	Mar. 5, 1731
" Joanna,	"	"	Sept. 12, 1732
" Ahab,	"	"	Dec. 16, 1734
" Hannah, of Izrael and Mary,			Feb. 1, 1732
" Huldah,	"	"	Dec. 3, 1735
" " "	"	"	died Apr. 23, 1737
" Jacob,	"	"	Oct. 27, 1738
" Izrael,	"	"	May 10, 1740
" Robert,	"	"	Apr. 18, 1743
" Waite,	"	"	Sept. 30, 1746
" David,	"	"	Oct. 30, 1748
" Susannah, of David and Mary,			Feb. 8, 1732
" William,	"	"	Apr. 24 1735
" Samuel,	"	"	Sept. 26, 1738
" Mary,	"	"	Sept. 15, 1740
" Jemima, of Josiah and Margaret,			Apr. 22, 1738
" Cynthia, of Jacob and Mary,			May 2, 1764
" Jacob, of Robert and Mary,			Feb. 8, 1769
" Joseph,	"	"	Dec. 21, 1770
" Abner	"	"	died Oct. 5, 1776
" Rachel,	"	"	July 4, 1777

Wilkinson	Lydia, of Stephen and Sarah,	June 13, 1769
"	Abigail, of Izrael, Jr., and Silana,	June 27, 1772
"	Eliab of David and Lydia,	Dec. 22. 1773
"	Spear, " "	May 14, 1775
"	" " " died	Sept. 3, 1776
"	Isaac, " "	Oct. 1, 1776
"	Izrael, " "	Nov. 16, 1777
"	David, " "	Sept. 21, 1779
"	" " " died	Apr. 1, 1780
"	David, " "	Apr. 12, 1780
"	(still born) 4th. child of Izrael,	Nov. 18, 1777
"	Matthew, 5th. " "	Oct. 24, 1780
"	(still born) 6th. " "	Oct. 16, 1783
"	Zaccheus, 7th. " "	Mar. 2, 1786
"	Izrael, 8th. " "	Mar. 23, 1789
"	Silence, 9th. " "	Apr. 28, 1791
"	Rhoda, of Jacob and Amey,	Feb. 3, 1801
"	Sabra, " "	Mar. 18, 1803
"	Abba Ann, of David and Lucy,	Nov. 1, 1810
"	Lucy, wife of David, died, aged 18y. 7m. 22 days	June 1, 1811
"	Silence, of James and Vianna,	May 8, 1811
"	Laura, " "	Oct. 8, 1812
"	Hannah, " "	Apr. 8, 1814
"	Amasa Cook, " "	Dec. 2, 1815
"	Orvilla Chapin, " "	Jan. 17, 1818
"	Lucy Capron of David and Thankful,	Ap. 29, 1814
"	Robert Smith, " "	Feb. 19, 1817
"	Mary Lapham, " "	Jan. 7, 1819
"	Joanna Sayles, " "	Mar. 29, 1820
"	Julia Emma, " "	Oct. 13, 1821
"	William Scott, " "	Mar. 26, 1823
"	Amanda Malvina, " "	Mar. 21, 1825

Wilkinson Alexander Thayer, of Izrael, Jr., and Abigail,

			June 10, 1815
"	Edwin Carpenter,	"	" Oct. 19, 1816
"	Lovicy Thayer,	"	" Jan. 10, 1819
"	Silence Judd,	"	" Jan. 28, 1821
"	David Spear, of Isaac and Hannah,		Feb. 29, 1820
"	Lydia,	"	" Nov. 18, 1821
"	Hannah Mason,	"	" Dec. 16, 1823
"	Abigail, of Isaac and Silence, died, aged 73 years		May 2, 1845
"	Serephina Stiness, of David S., and Almira,		

Oct. 23, 1845

Williams Calvin Guy, of James and Eliza, Dec. 30, 1832

" Mary Eliza, " " Sept. 13, 1835

Winsor Sarah, of Joshua and Mary, Aag. 27, 1707

" Joshua, " " Sept. 17, 1709

" Samuel, " " Nov. 7, 1712

" Susannah, " " June 19, 1715

" Mary, " " Dec. 18, 1718

" Abraham, " " Oct. 4, 1720

" John, of Joshua and Deborah, Mar. 2, 1723

" John, of Abraham and Mary, Oct. 25, 1744

" Stephen, of John and Mercy, Dec. 14, 1744

" Sarah, " " June 4, 1746

" Providence, " " Dec. 3, 1747

" Joshua, " " Jan. 19, 1749

" Dutee, of William and Phebe, July 30, 1762

" Ira, " " Oct. 16, 1764

" Nicholas, " " Mar. 4, 1767

" Mary, " " Dec. 28, 1769

" Anna, of Jeremiah, and Phebe, Sept. 22, 1764

" Job, " " Jan. 31, 1766

Winsor	Phebe,	"	"	Dec. 16,	1767
"	Mercy.	"	"	Aug. 31,	1769
"	Ruth, of John and Mercy,			May 18,	1751
"	Alice,	"	"	Jan. 12,	1753
"	Darius,	"	"	Sept. 3,	1754
"	Deborah,	"	"	Mar. 31,	1756
"	Candace,	"	"	Feb. 7,	1758
"	Thomas,	"	"	Oct. 22,	1759
"	Mercy,	"	"	Aug. 5,	1761
"	Zilpha,	"	"	Apr. 1,	1763
"	Cynthia,	"	"	May 20,	1765
"	Lydia,	"	"	Jan. 1,	1767
"	Adah,	"	"	Nov. 8,	1868
"	John,	"	"	Dec. 20,	1769
"	Salome,	"	"	Apr. 12,	1773
"	Joshua,	"	"	died Jan. 19,	1776
"	John,	"	"	died June 3,	1776
"	Abraham,	"	Phebe,	Jan. 16,	1778
"	John,	"	"	Mar. 19,	1783
Wright	Orin, of Augustus,			Oct. 28,	1816.
"	Mary Jane (Wilbur, of David,)			Feb. 6,	1823
"	Clara Jane, of Orin and Mary Jane,			Feb. 13,	1842
"	Phebe Brown,	"	"	July 10,	1843
"	Silas,	"	"	Dec. 5,	1844
"	Agnes Augusta,	"	"	Nov. 8,	1846
"	"	"	"	died May 1,	1847
"	Daniel Angell,	"	"	July 12,	1849
"	Orin, died,			Aug. 24,	1849.

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MARRIAGES.

- Young David, and Jemima Blackmor; m. by Thomas Sayles,
Justice, Mar. 25, 1743.
- " John, and Elizabeth Bryant; m. by William Jenckes
Justice, Feb. 16, 1745-6
- " James, and Lydia Hawkins; m. by Thomas Owens,
Justice, Nov. 19, 1755.
- " Esther, and Abraham Olney, Sept. 27, 1761.
- " Jerusha, and Abiah Crossman, Apr. 6, 1766.
- " Stacy, and Nathan Rathbone, May 10, 1840.
- " Abner, and Alice Ann Holbrook; m. by Rev. T. A.
Taylor, Aug. 15, 1743.
- " Dianna, and Nathan J. Curtis, June 2, 1844.
- " Smith, Jr., of Sutton, Mass., and Mary Jane Watson,
of Smithfield; m. by Rev. Asel D. Cole, Jan. 19,
1843.
- " Asa, of Alpheus, and Huldah P. Rice, of Belcher-
town, Mass.; m. by Rev. T. A. Taylor, May 4 1845
- " Alpheus T., and Sarah Ann Armidown; m. by Rev.
T. A. Taylor, Dec. 31, 1849.

BIRTHS AND DEATHS.

Young Polly, of Levi and Deborah,	Dec. 9, 1774
" Joanna, " "	Dec. 19, 1776
" Jeremiah, " "	Oct. 23, 1778
" James, " "	Nov. 21, 1780

(The End.)

JOHN MILTON CARGILL.

AN OBITUARY.

By Noah J. Arnold.

JOHN MILTON CARGILL was a lineal descendant of Donald Cargill one of the Scotch Covenanters, who was put to death for his religion, and sung the 118th. Psalm when on the gallows. He was too, a lineal descendant of Stephen Smith, an English Nobleman, who was a member of Parliament in the days of Oliver Cromwell when Charles I. was on the Throne of England; but although a Lord, he acted with Cromwell and the Republican Party against the King. He was one of the Court which tried and condemned him to be beheaded. When Charles II. came to the Throne, those who were concerned in putting Charles I. to death, had to leave England, or they would have suffered the same fate. Smith came to this country about the same time that Goff and Whalley came, and settled in Pawtuxet. He was the grand father of Mr. Benjamin Cargill, who owned the water power at what is now called Putnam, Conn., on the beautiful Quinebaug River, with five hundred acres of land around it. He had a Saw Mill, a Scythe and Axe Manufactory, a Grist Mill with three run of stone, that had ground five hundred bushels of grain in one day, under one roof. He was a persevering and energetic business man, reared a large family of eleven children, and acquired a property worth over \$42,000 which certainly, for those times was remarkable. He was, in many respects, a remarkable man.

He bought a farm in Northampton, Mass., and gave it to

his son, Benjamin Cargill, Jr., where he moved and where his son, John Milton Cargill, the subject of this sketch was born in 1805. He was sent in 1821 to learn a cabinet maker's trade in Uxbridge, Mass., with Col. Carpenter and served an apprentice of five years, finishing his trade in 1826. He then came to Providence, and commenced work as a journey-man with the Rawson's on Broad street just below the Beneficent Church. In 1828 he set up business for himself (this was the year when the Arcade was finished,) on High street; just below Dean street. He continued the business until 1852, and acquired a handsome property. Like his grand father Mr. Benjamin Cargill, he was an excellent business man, industrious and frugal, generally made good investments. He built a house and lived on Cargill street, which bears his name, as he owned much of the property on that street.

John Milton Cargill was a remarkable man in many respects. He was a persevering genealogist and, as an antiquarian, had few superiors in the State. His house and shop are quite a laboratory of ancient things and curiosities. A person fond of such things could spend a day in looking them over. Among other curiosities he has a New England Primer dated 1808, purchased in 1812. It is in an excellent state of preservation. The once celebrated Dr. Albigenice Waldo, married an aunt of his. He was a distinguished physician in the Revolutionary War, under Gen. Washington. He was much attached to Dr. Waldo and gave him a handsome sword. It was given to him about one hundred and thirteen years ago. It once had a silver handle. It was lent to some person to use in service, and when it was returned, the silver handle was missing. Mr. Cargill has Dr. Waldo's Diary, which he kept while in the army. It is so deeply interesting that I have taken the liberty to copy some part of it and insert it in this

obituary, that we may know what our fathers suffered in that terrible struggle for freedom, especially in the winter of 1777 and 1778 at Valley Forge. We begin Dec. 21, 1777.

"Preparations made for huts. Provisions scarce, sent a letter to my wife, a general cry through the Camp this evening among the soldiers, 'No meat. No meat.' The distant vales echoed back the cry, 'No meat. No meat.' 'What have you for our dinners?' 'Nothing but fire, cake and water, sir.' 'At night?' 'Gentlemen, the supper is ready.' 'What is your supper, lads?' 'Fire, cake and water, sir.'"

Dec. 22. "Lay excessive cold and uncomfortable last night.

'What have you got for breakfast, lads?' 'Fire, cake and water, sir.' 'The Lord send that our Commissary of purchases may live on fire, cake and water.' This continued until Jan. 8, 1778. We are insensible of what we are capable of enduring, till we are put to the test. To endure hardships with a good grace we must always think of the following maxim. Pain succeeds pleasure, and pleasure succeeds pain. Prisoners and Deserters are continually coming in. The army who have been surprisingly healthy hitherto, now begin to grow sickly from continued fatigue they have suffered in this campaign. Yet they still show a spirit of alacrity and contentment not to be expected from so young troops. I am sick - discontented and out of humor - poor food - hard lodging - cold weather - fatigue - nasty clothes - nasty cooking - vomit half my time - smoked out of my senses - the Devil in't - I can't endure it - why are we sent here to starve and freeze - what felicities have I left at home - a charming wife - pretty children - good bed - good food - good cooking - all agreeable - all harmonious - here all confusion - smoke, cold - hunger, filthiness - a pox on my bad luck - here comes a bowl of beef soup - full o' burnt leaf and dirt,

sickish enough to make a Hector spew - away with it boys - I'll live like the Chameleon upon air - poh ! poh ! cries patience within me - you talk like a fool - your being sick covers your mind with a melancholic gloom which makes every thing about you appear gloomy - see the poor soldier when in health - with what cheerfulness he meets his foes and encounters every hardship - if barefoot he labors through the mud and cold with a song in his mouth extolling war and Washington - if his food is bad he eats it notwithstanding with seeming content - blesses God for his good stomach - and whistles it into digestion.

Here comes a soldier, his bare feet are seen through his worn out shoes - his legs nearly naked, from the tattered remains of only pair of stockings - his breeches not sufficient to cover his nakedness - his shirt hanging in strings - his hair disheveled - his face meagre - his whole appearance pictures a person forsaken and discouraged - he comes and cries with an air of wretchedness and despair - I am sick - my feet lame - my legs are sore - my body covered with this tormenting itch - my clothes are worn out - my constitution is broken - my former activity is exhausted by fatigue - hunger and cold - I fail fast, I shall soon be no more - and all the reward I shall get will be 'Poor Will is dead.' "

Dr. Albigenice Waldo had an extensive professional practice after the war closed, was sent for in surgical cases twenty to forty miles away. On the death of the celebrated Maj. Gen. Putnam, May 17, 1790, Dr. Waldo was selected to deliver the eulogy at his funeral, as he had been years with him in the Revolutionary Army, he was thought to be better qualified to perform that service than any one else. Dr. Waldo's Diary will probably be published. It will make a small volume. Book publishers have tried to get it for that purpose,

but Mr. Cargill would not let them have it. Dr. Waldo was born 1750 and died in 1794, aged 44 years. Gen. McClelland, the grand father of the late Gen. McClelland, delivered the eulogy at Dr. Waldo's funeral, in behalf of the Masonic Fraternity, of which he was a member. The Masons erected the stones that mark the resting place of Dr. Waldo in Pomfret, Conn. I here insert a short poem, written by Dr. Waldo while in the Camp of Washington at Valley Forge.

Second Lane in Camp, Valley Forge, April 26, 1778.

“ But here, to sing the General's praise,
With Washington to grace my lays,
Would strain my muse beyond its power,
And even true praise itself devour.
Yet still I must, and will impart,
A verse or two to show my heart:
Oh, Washington! what soul like thine,
If aught below can be divine,
Tis thou! In every instance tried,
Above all passion, pain or pride,
Or power, or rage of public breath,
Vile Lucre, or the dread of death.
Not one that knows thee but must love,
The world and angels do commend,
The heaven-born universal friend;
Oh, could I reach the true sublime!
Transmit his worth to latest time!
In son'rous verse sublimely raise,
His virtues, and deserved praise,
Quartos and folios, I'd write upon,
And show the world a Washington!

Mr. John Milton Cargill was not only a great genealogist and antiquarian, but an excellent mechanic, and he has left the evidence of this in some specimens of his handiwork in his late residence 274 High street. He has a small cabinet there, which he made in his 84th. year, and a better piece of of workmanship I never saw. No young man can make better joints. There is mahogany, apple, sassafras, birds eye and curled maple, chesnut, birch and sattin wood in it. Some of it is very handsomely veneered, and this piece of work was made by Mr. Cargill when in his 84th. year, an age when it is supposed that men are not capable of doing the coarsest and roughest work.

Mr. Cargill died February 1, 1890, in his 85th. year. He leaves one son and four daughters to mourn his loss and inherit his estate.

OUR GREAT WORK.

Opinions of the Press.

From The Pawtuxet Valley Gleaner October 17, 1890.

The Vital Record of Rhode Island.

James N. Arnold, the Editor of the Narragansett Historical Register, has laid before us specimen pages of his forthcoming work, which is intended to include the whole County of Kent. We should feel deeply honored that Mr. Arnold has chosen our County as the motto for his First Volume and judging from the specimen sent should pronounce it a very painstaking compilation, and as a work of reference cannot fail to be appreciated by all who shall have occasion to consult it. Mr. Arnold is a worker and is not one to spare himself in such matters but one who is determined to get at the

bottom of facts, and to know the whole. Seventeen years he claims he has now devoted exclusively to the completing of his historical notes. The many pages of manuscript speaks how industriously he has labored. Such zeal and perseverance, such persistency in a work so unremunerating should not be suffered to go unrewarded, by the public, and we wish Mr. Arnold may have at least a part of the financial success that his labor justly merits.

From The Rhode Island Pendulum, October 17, 1890.

Through the courtesy of Mr. James N. Arnold, the compiler of the "Vital Record of Rhode Island," we have been favored with a view of the proof sheets of the First Volume, which will include the entire Towns of Kent County from their first settlement in 1642 to 1850, when the present registration laws were passed. We think the compiler and the printer are both showing excellent judgment in the make up of the work, and the book will, when published, be a lasting credit to the State. Certainly there has not as yet been issued from the press a work that has given so much solid information as this. Both subject and matter are treated to a novel arrangement, but which is so simple and natural as to be at once understood by even a child. No true scholar can glance at its pages without becoming impressed with the immense labor of the undertaking and the skill and care shown in the compilation. Mr. Arnold holds the price of the work at \$4.50 at present, but will advance the price to \$5.00 when it is his pleasure so to do. Seventeen years, he says, he has devoted to his subject and its kindred branches, which length of time certainly ought to familiarize his eye to the work and enable him to produce a first class historical publication. Our best wishes are with him in the success of the enterprise, and

we shall be pleased to learn the Assembly will so favorably consider the work as to order its continuance.

From The Maine Genealogical and Historical Recorder, October 1888.

A Great Work.

James N. Arnold, Editor of the Narragansett Historical Register, of Providence R. I., has nearly completed his record of every birth, marriage and death, as shown by the public records from 1636 to 1850, and will add the wills and inventories, thereby showing every family in the State of Rhode Island, as recorded in the books of the various Towns. He will commence the publication of this work, as soon as he has received the needed encouragement by subscription. A work of this kind will prove an invaluable aid to every genealogical scholar in the land, and should be well supported. We wish Mr. Arnold the greatest success in his enterprise. A work of this character is certainly a public necessity at this time.

From The Dedham Historical Register, October 1890.

Mr. James N. Arnold, the Editor of the Narragansett Historical Register, is doing a very good work for students of family history, in publishing the births marriages and deaths of so many Rhode Island Towns, For many years he has labored upon these records, and the substantial encouragement given by the last Rhode Island Legislature enables him to begin at once the publication of the "Vital Records of Rhode Island 1636 to 1850." Volume I, comprising the Records of the entire County of Kent, is promised the present year.

What a LIVE Historical Society thinks of our Work.

Dedham Historical Society, Aug. 11, 1890.

Dear Mr. Arnold:

I see by the last number of the Narragansett Historical Register, you have at last secured of the State Legislature, an order for your unpublished work, the *Vital Records of Rhode Island*. You have the congratulations of this Society.

Don Gleason Hill; President.

From The Wickford Standard, Aug. 16, 1890.

We are in receipt of the January number of the "Narragansett Historical Register," published by James N. Arnold. Mr. Arnold is preparing a "Vital Record of Rhode Island," which will be a valuable work of reference, and should meet with deserved success.

From The Rhode Island Democrat, August 1, 1890.

The Narragansett Historical Register, published in Providence by Mr. James N. Arnold, an able and reliable historical writer, for January 1890, is just received. The contents cannot fail to interest every one possessing the desire to know some of the early history of Providence and the State. The January number contains "The Canal Market of Providence," by "An Old Resident;" "The First Baptist Church," by F. A. A.; "The Battles of the Revolution," Anon.; "Black Hill," Ex. Governor Elisha Dyer; "The State Fairs," Ex. Governor Elisha Dyer; "Old Smithfield Records," Editor James N. Arnold; "The Old Taverns of Providence," C. S. Scarborough. There are other interesting matters, but the articles from the pen of the Ex. Governor Elisha Dyer, recently deceased, add special interest to the last number of the

Narragansett Historical Register. Editor and Publisher, James N. Arnold, deserves success and his Historical Register should be in the hands of every Rhode Islander.

From an Old Diary.

25th. of 1st. mo. 1636. Nicholas Easton and his two sons Peter and John, came on board the ship at South Hampton, to come to New England.

14th. of 3d. mo. 1636. Nicholas Easton with his two sons came on shore at New England and lived at Ipswich till 1637 and they to Nubey and there builded and planted the first settling of the town.

1638. The beginning of the year we went to Hampton and built there but being put out by our purchase by difference in the government we went to Rhode Island and builded at Portsmouth at the Cove and planted there this year.

1st. of 3d. mo. 1639. We came to Newport, we came by boat to an Island which we named Coaster's Harbour.

The last of the 7th. mo. 1639. We came to Newport and builded the first English house that was built these

Dexter Randall, Thomas Rivers, Benjamin Cozzens, Jr. and Ezra Hutchins, have been admitted Attorney and Counsellors at Law, by the Supreme Judicial Court now setting here.

Providence Patriot, Sept. 25, 1813.

Gabriel Allen, Esq., has been appointed Post Master of Providence in place of Dr. Benjamin West, deceased.

Providence Phenix, Oct. 6, 1813.

Rhode Islanders at Manhattan in the Seventeenth Century.

COMPILED AND ANNOTATED BY RAY GREENE HULING.

INTRODUCTORY.

BY a recent note from Rev. S. P. Merrill, I have been led to examine anew Dr. O'Callaghan's "Calendar of (Dutch) Historical Manuscripts" in the office of the Secretary of State, Albany, N. Y. The references to Rhode Island men there observed were numerous enough and of sufficient general interest (in my opinion) to warrant collection and publication.

The paragraphs that follow are simple descriptions, in Dr. O'Callaghan's words, of the contents of papers which are preserved in full at Albany, and which date from 1638 to 1664. Most of these documents are in the Dutch language, but a few are in English. Of the former, nearly all were translated into English by Vanderkemp (1818-1822), and though never published, are accessible in manuscript at Albany, in the office of the Secretary of State.

In the following excerpts have been included all items seeming to relate to residents of Rhode Island, or to persons connected by marriage with Rhode Island families. In some cases other items have been given, as possibly serviceable in extending the general knowledge of family history. The reader should not assume that the identifi-

cation of individuals is absolute, but must use his own judgment in the premises.

The order followed has been that of Dr. O'Callaghan. The "volumes" referred to are those in which the documents are recorded or filed at Albany. The page on which each paper is to be found is given at the end of each item.

REGISTER OF PROVINCIAL SECRETARY.

1642

VOL. II.

Sept. 12. Power of Attorney. Abrām Greveraedt to Gysbert Opdyc,¹ to collect money due him, 32.

1644

Jan. 25. Declaration. Olof Stevenson (van Cortland) and Gysbert Opdyck as to a statement of Lambert van Valckenborch, respecting property of Peter Livesen, dec'd, 95.

Mar. 17. Declaration. Nicholas Coorn, Hans Kierstede, Jan Jacobsen and Gysbert Opduyck, who, with the minister and their wives, had been invited to sup with Philip Gerritsen at the city tavern, respecting an outrageous attack made on the party by Capt. John Underhill, lieut. George Baxter and other Englishmen, 101.

July 7. Declaration. Jurian Blank and Thomas Willett,² respecting the purchase of malt from Laurens Cornelissen, 118.

Sept. 16. Conveyance. John Willekock³ to Thomas Hall, of George Pentoor, his servant man, 125.

- Sept. 18. Note. Thomas Hall to John Willecock, for
£8 stg. in payment of the transfer of his
servant man, Pentoor, 125.

1645

- Jan. 2. Mortgage. Cornelis Tennisen to Thomas Willett of a house on Manhattan island, 138.
Oct. 23. Declaration. Adam Mott⁴ that he heard William Lachem acknowledge to owe 50 guilders to Thomas Spyser, 147.
Oct. 23. Declaration. Nicholas Coorn that Jan Jansen Cuyper had told him that one Wilcock⁵ had asserted that the gold mine of which the Dutch were in search belonged to the crown of Sweden, 147.

1646

- Oct. 18. Note. George Homs and George Cleyr in favor of Richard Lattyn, on account of Laurence Turner,⁶ for the sum of £13. stg. 150.
Oct. 18. Bond. Nicolas Cloper and Laurence Turner, to idemnify George Homs and George Clair against any proceedings of Richard Lattyn on the above note, 150.

1647

- May 31. Bill of sale of the ship Amandare, by Peter Stuyvesant, director of New Netherland, to Thomas Broughton, and charter of the same to go to Boston, Isaac Allerton of New Amsterdam and Thomas Willett of New Plymouth, being securities, (Incomplete) 156.

1647

- June 19. Discharge of John Doomer, for a note given

by him for £16 stg., to capt. Jeremiah Clarke,⁷ for which he was sued by capt. Smith,⁸ at the Manhattans, 158.

1647

June 24. Deed. Gillis Petersen van der Gouw, to Sara, wife of Thomas Hart⁹, of a house and lot south of fort Amsterdam, 158.

No date. Mortgage. Sara Hart to Gillis Petersen, of [Between June 26¹⁰ and July 2, 1647.] the abovementioned house which she bought of him, 158

July 23. Declaration. George Wolsey, from Yarmouth, Eng., that fiscal Van Dyck had accepted a present from Thomas Willet, on board his vessel, 160.

July 23. Declaration. Isaac Allerton, that he heard the Swedish governor at the Delaware say he had paid John Wilcox in full, 160.

Aug. 27. Declaration. John Wilcox that he was at Elsburgh¹⁰ when Isaac Allerton gave a receipt in full to Robert Cocasel, 162.

Aug. 14. Bond. Richard Smith¹¹ of New Netherland, to Isaac Allerton, as security for a debt due by John Wilcox, and counter bonds from William Tomassen to Smith, and from Wilcox to Tomassen, 164.

Aug. 14. Bond. Arnoldus van Hardenbergh as security for Richard Smith, 164.

Sept. 30. Declarations. William Cock and Adam Mott, that George Homs' wife called Robert Butler's wife a w——e, 170.

1648

VOL. III.

July 17. Receipt from Richard Smith of satisfaction for a bond given in behalf of Wilcox, and order of said Smith in favor of Adam Mott, on skipper William, for 17 guilders, 6.

Aug. 31. Receipt. Adam Mott, agent of Richard Smith, for 85 guilders paid by William Tomassen, skipper, 7.

Sept. 23. Bond of Isaac Allerton as security for Nicholas Hart,⁹ 19

. 1649.

May 15. Note John Gray of Flushing, L. I., to Thomas Willett of New Plymouth, for £20. sterling, 38.

1647

June 4. Receipt of James Smith, for £31 2s 11d. paid by order of Isaac Allerton on account of Sara Willett,¹² 49.

1648.

May 26. Power of Attorney. Gysbert Opdyck, at the House the Hope,¹³ to David Provoost, to sell his account, 54.

1649.

Aug. 19. Power of Attorney. Gysbert op Dyck, commissary at Fort Hope, to Hendrick van Schendel, city schoolmaster at Wesel, to collect a debt due him there, 59.

Sept. 4. Declaration. Nicholas Hart⁹ that John Throgmorton¹⁴ had received, in 1647, from William de Key, some hats instead of friezes, to which he was entitled, 64.

- Nov. 15. Power of Attorney. Michiel Jansen to Johannes Geraerdy¹⁵ to collect a certain debt from Reynier Dominicus, at the South river, 71.
- 1651
- June 13. Bill of Sale. Philippus Rieste to Thomas Willett, of New Amsterdam, merchant, of the frigate Palomme, 84.
- 1651.
- May 29. Bond. Richard Smith, skipper of the sloop Welcome, to sail direct to the South river and return thence with his cargo to the Mannhattans, 85.
- 1651
- June 13. Bond. Jan Laurensen Appel, Thomas Willett, Jacob Schermerhoorn and Oloff Stevenson, for other parties, for the entry of certain goods. 86.
- 1651
- June 27. Clearance of Peter Taelman¹⁶ for the South river, 87.
- Aug. 16. Deed. Richard Smith, Jr., agent for Richard, his father, at present in Connecticut, to Gillis Pietersen, of a house and lot on Mannhattan island, 90.
- 1652
- Mar. 7. Deed. Jacob Leendertsen van der Grist, on behalf of Frederick Lubbertsen, his father in law, to Jan Hendricksen Stelman, of 15 morgens of land on the East river, adjoining the lands of Edward Wiscock.¹⁷ 105,

- July 8. Power of Attorney of Martin Barten.¹⁸ 109.
1654
- Dec. 23. Declaration. Douwke Huyde, that Marinus
Lucassen had sold a quantity of merchan-
dise to skipper Low.¹⁹ 127.
- 1655
- Aug. 24. Bond. Edmund Scarburgh, of Haccomacco,
in Virginia, and Thomas Willett, in the
sum of £5,000. stg. that he (Scarburgh)
shall not, within four weeks, enter the South
bay or South river (Delaware), or approach
within six miles thereof, 135.
- Oct. 21. Inventory of the armament and other articles
belonging to the ship. Abraham's Sacrifice,
with bill of sale of said ship, to Thomas
Willett, of New Plymouth, merchant, 138.

VOL. IV.

COUNCIL MINUTES.

- 1639
- Aug. 11. Form of oath taken by all the English residing
at, and about the island of Manhattan, with
the signatures of those who subscribed the
same, 47.
- 1639
- Nov. 3. Court proceedings. Teunis Cray vs. Gysbert
Opdyck, action of debt; judgment for
plaintiff, 53.
- Nov. 9. Declaration. Gysbert Opdyck, commissary
at Fort Hope, respecting the manner in
which Lewis Barbese, his black boy, came
by his death, 53.

1640

- Oct. 25. Appointment of Hendric Roesen to be commissary of Fort Hope, *vice* Gysbert van Dyc,²⁰ about to sail for Fatherland, 79.

1641

- June 6. Minute permitting a considerable number of Englishmen to settle with their clergyman, in New Netherland, on the following conditions: 1. They shall take the oath of allegiance; 2. They shall enjoy free exercise of their religion; (3) They shall nominate three persons, one of whom shall be appointed magistrate by the governor of New Netherland, with power to decide civil cases under 40 guilders (\$16.), without appeal, and criminal cases not deserving of capital punishment; 4. They shall not erect forts unless by permission; 5. Their lands shall be free of taxes for ten years, after which they shall pay the tenths; 6. They shall enjoy free trade, and free hunting and fishing; but 7. Must use Dutch weights and measures, 93.

1642

- Aug. 14. Court Proceedings. Thomas Willett *vs* Dirk Cornelissen, slander; defendant declares that he can say nothing but what is good of the plaintiff; defendant ordered to throw something into the box for the poor, 132.
- Sept. 25. Attachment issued at the suit of David Pietersen de Vries, for £4 14s. stg., due him

- from the estate of capt. Richard Stevens,¹²
for linen sold to Lady Harvey, who was at
the time the wife of said Stevens ; attach-
ment ordered accordingly. 140.
- Sept. 18. Order to David Pietersen (de Vries) to swear to
the correctness of his book, and that Lady
Harvey owes him a balance of 45 guilders,
or in default to forfeit his claim, 139.
- Oct. 2. Permit. Mr. Throgmorton and associates, to set-
tle within nine miles of the Manhattans, 141.
- Nov. 18. Commission. Jacques Bentyn, Jochem Piet-
ersen (Kuyter), Hendrick van Dyck, and
Gysbert Opdyck, to act as judges, with
councillor la Montagne, at the trial of
Hendrick Jansen, tailor, for slandering the
director-general, 149.
- 1644
- May 10. Court proceedings. Cornelis Volkersen *vs.*
Adam Mat (? Mot) for payment of rye ;
judgment for plaintiff, 187.
- June 6. Court proceedings. Henry Sately *vs.* Adam
Mat (? Mot), action of debt ; defendant
denies having received the timber for
which payment is demanded ; parties re-
ferred to John Underhill, Baxter and Mr.
Smith, as arbitrators, 190.
- July 6. Affidavits. Cosyn Lauretsen, Gerrit Wol-
phertsen, and others, as to the circum-
stances attending the killing of a man near
the house of Gerrit Wolphertsen, at the
Flatt (L. I.), where a garrison is now posted,

- by a gun fired by Thomas Mabbs, by order of serjeant Hubbard, 192.
- July 7. Sentence, by court martial, of Steven Steven-
sen and Thomas Mabbs, for the killing of
John Windtwodt (? Wentworth) and
attempting to kill Thomas Cornil;²² prison-
ers to be shot; with pardon of the above
prisoners, such sentence having been pro-
nounced only to make an impression on
them and others, 192.
- July 8. Court proceedings. Mr. Moor vs. Mr. Spyser,
in a case of attachment on a bark belonging
to Peter Lourensen and Mr. Trockmorton;
Lourensen is condemned to deliver the bark
to Spicer agreeably to the power of attorney,
on condition that the latter give security for
the value of the vessel, in case Mr. Moor
hereafter prove that the owner is indebted
to him, when the money must be returned.
(See Vol. 2, p. 119) 193, 194.
- Nov. 25. Court Proceedings. Fiscal vs. William Wod-
hey, from Yorkshire, and Thomas Cornel,²²
from Hertfordshire, soldiers, on a charge
of desertion and theft; the former pleads
guilty to both charges, the latter to desertion
only; sentence, Wodhey to be conveyed to
the place of execution and shot to death,
Cornel to be conveyed to the same place,
and there fastened to a stake, and a ball
fired over his head, as an example to other
evil doers, 208, 209.

1645

- Apr. 28. Declaration. Of John Wilcock, that he was drunk when he stated at the North, that John Dolling owed him 1,500 guilders, 220.
- Apr. 28. Court proceedings. Capt. de Vries vs. John Wilcock, slander; defendant declares he was drunk at the time and knew not what he said, begs the captain's pardon, and confesses that he spoke falsely; is fined 50 guilders. 220.
- Apr. 28. Fiscal vs. Peter van den Bergh and William de Key; as the number of the council is small, capt. Jan de Fries, ensign Gysbert de Leuw, commissaries Van Cortland and Opdyck, are adjoined *pro hac vice*; William de Key challenges the captain on the ground that he is a friend to the opposite party, and an enemy to him; Van den Bergh challenges Opdyck, 220.
- May 2. Gysbert Opdyck vs. Teunis Cray's wife, slander; defendant ordered to prove her words. 220.
- May 11. Court proceedings. Fiscal vs. Peter van den Bergh and William de Key; the adjoined councillors appearing, William de Key again challenges capt. de Fries, for cause; Van den Bergh withdraws his challenge against Opdyck; ordered that the fiscal make further inquiry respecting the cloth, and who took it out of the cases. 222.

- May 11. Court proceedings. Gysbert Opdyck *vs.* Teunis Cray's wife ; defendant, failing to prove her assertion, is ordered to hold her tongue, on pain of punishment. 222.
- July 15. Court proceedings. Richard Smith *vs.* John Wilcock ; plaintiff complains that defendant traded, contrary to contract, at his trading house, which defendant denies ; case continued, 227.
- July 20. Court proceedings. Richard Smith *vs.* John Wilcox ; referred to arbitration, 228.
- July 27. Court proceedings. Richard Smith *vs.* John Wilcox, for violation of contract in having traded at Sloop's bay ;²³ referred to Isaac Allerton and Arent Corsen Stam for arbitration. 230.
- Aug. 10. Court proceedings. Cornelis Teunisen, attorney for Jan de Fries, *vs.* John Wilcox, about a difficulty that arose between De Fries and the defendant on the road ; affidavits on both sides being submitted, defendant exhibited his arm to the court, and says that the minister's wife made the scar by striking him with a billet of wood, 231.
- Sept. 7. Declaration. Of James Bier, that capt. Jan de Vries called Wilcocks a dog and puppy, notwithstanding minister Bogardus and his wife stood at his door, 235.
- Sept. 28. Court proceedings. John Wilcox *vs.* Mr. Clercq, on a charge of fitting out a privateer to capture and make prize of plaintiff's

- (ship); ordered to prove the allegation, else Mr. Clercq may proceed on his voyage, 236
- Oct. 11. Court proceedings. Thomas Willett and Juriaen Blanck *vs.* Jochim Kierstede, for damages alleged to have been suffered through defendant's fault, on a voyage to Rhode island; referred to arbitration, 237.
- Nov. 24. Court proceedings. Thomas Willett and Juriaen Blanck *vs.* Jochem Kierstede, for profit or merchandise according to settlement of account at Rhode Island; plaintiffs offer to leave the matter to defendant's oath, or will swear themselves; defendant leaves it to plaintiffs, who testify accordingly; judgment for plaintiffs, 240.
- Dec. 7. Court proceedings. Thomas Willett *vs.* Cornelis Teunissen, for balance on the purchase of a house; judgment for plaintiff, 240.
- 1646
- Jan. 25. Court proceedings. Abraham Pietersen, miller, *vs.* Gysbert Opdyck, commissary, slander, in accusing plaintiff of having stolen wheat; defendant produces affidavits in support of the charge; copies of evidence to be furnished plaintiff, 245.
- Feb. 2. Court proceedings. Abraham Pietersen *vs.* Gysbert Opdyck, slander; suit settled, and the miller ordered, in future, wind and weather permitting, to grind the company's

grain before that of private persons, and so to conduct himself that no complaint be brought against him ; the commissary is at the same time ordered to weigh the grain on sending it to and receiving it from the mill, 246.

- Mar. 1. Court proceedings. Thomas Baxter *vs.* John Wilcox, slander, in accusing plaintiff of stealing wood ; defendant ordered to prove his assertion. 247.
- April 12. Court proceedings. George Wolsey for Thomas Willett *vs.* Cornelis Teunissen (van Pelt), action for balance of the price of a house ; defendant prohibited from selling the house until he pay for it. 251.
- May 3. Court proceedings. Cornelis Teunissen *vs.* Cornelis Mauritsen, for the payment of a house ; decision of arbitrators affirmed, and the money to remain in Mr. Wilcox's hands until defendant be paid. 253.
- May 3. Jan Damen *vs.* John Wilcox, on a contract to receive merchantable beavers at market price, for 100 guilders, loose wampum ; ordered that plaintiff retain his money until Wilcox obtain his beavers, when he must pay. 253.
- June 1. Court proceedings. Peter Vaer *vs.* Jan Wilcox, for purchase of a negro wench, of whom he demands possession ; defendant ordered to satisfy the Swedish governor and plaintiff. 255.

- July 26. Court proceedings. Cornelis Teunisen *vs.* John Wilcox; action for the balance of his wages earned in the South river; judgment for plaintiff; amount to be paid as soon as Wilcox shall have been paid by the Swedish governor. 264.
- Aug. 17. Court proceedings. John Evans of New Haven merchant, *vs.* John Wilcox for delivery of the ship Abigail; defendant says he is prepared to deliver the vessel on receipt of payment; judgment for plaintiff; defendant to obtain security from governor Printz for the payment of a note dated 6 April, 1646, in default whereof a bill of exchange shall be delivered defendant, 268.
- Aug. 23. Court proceedings. Thomas Stevenson *vs.* Elias Perckman for two-thirds of a ship; at the request of Mr Wilcox and Mr. Smith, the case is referred to arbitration, 269.
- 1647
- Feb. 7. Court proceedings. Richard and William Smith *vs.* rev. Francis Douthy; plaintiffs demand that the defendant declare, in writing, who are his partners; ordered accordingly, 283.
- Mar. 7. Motion of Mr. Smith for the termination of the suit between him and Mr. Douthy; parties ordered to appear at the next session, when judgment will be pronounced, 284.

- June 20. Appointment. Gysbert Opdyck, commissary of Fort Hope, *vice* Provoost, 296.
- July 23. Declaration. Of Richard Clof, from Manchester, that Thomas Willet had stated, in Isaac Allerton's house, that he paid fiscal Van Dyck a beaver not to inspect his vessel, George Wolsey having been the bearer thereof, 321.
- Aug. 11. Court proceedings. Fiscal *vs.* John Dolling, prisoner; discharged on his own security, to appear at the next sessions; meanwhile he is ordered not to visit nor trouble Sara Willet, 327.
- Sept. 28. Appointment. Hans Wever, to be captain at arms to the garrison at fort Amsterdam. 338.
- 1648
- Apr. 3. Sentence. William Harck, sheriff of Flushing, for having solemnized a marriage between Thomas Nuton,²⁴ widower, and Joan, daughter of Richard Smith, against her parents' consent, and contrary to law, fined 600 carolus guilders, dismissed from office and the marriage annulled, 374.
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- Mar. 18. Order. Thomas Newton, sheriff, to take charge of the cattle belonging to John Gray, a prisoner, 113.

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- Dec. 15. Appointment. John Hicks and Robert Ashman as magistrates of Hempstead, 454.

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1661

- April 7. Petition. John Carman, Caleb Carman, and Benjamin Coe, husband of Abigail Carman, praying that John Hicks, who married their mother, may be obliged to render an account of the estate; copy to be furnished Mr. Hicks, 574.

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- Aug. 24. Judgment in appeal, reversing a decision of the court of Middelburgh, in the case of Richard Smith, appellant, against John Coö. 204.
- Oct. 27. Letter. John Youngs to John Hicks of Hempstead, informing him that Long Island is annexed to Connecticut, and requiring all the inhabitants to forbear taking an oath of fidelity to any other state. 261.

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- July 1. Letter. John Coggeshall, president of Rhode island, to director Stuyvesant; congratulation; Dutch tariff, etc., 3.
- Nov. 2. Letter. Director Stuyvesant to Jeremy Clarke, president of Rhode island; in answer, 3.

1649

- Nov. 12. Letter. President Clark of Rhode Island, to Captain Newton, respecting the seizure and sale of a vessel there, 17.

1652

- Mar. 26. Notarial copy of an affidavit of Michael Ber-

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1664

- Aug. 4. Letter. Stuyvesant to the directors at Amsterdam; imprisonment of John Scott; his magistrates on Long Island deposed; English towns annexed to Connecticut; ships about to sail from England; their reported object; patent to Rhode island; grant to the Duke of York; Dutch purchases and patents of no value in the eyes of the English; priority of the Dutch settlement on the Connecticut river and at Narraganset; etc., 138.

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- July 6. Patent. John Trokmorton; part of Vreeland, being half a league along the East river, as by the map and survey thereof may appear (Throgmorton's neck, Westchester), 78.

[In Bolton's Hist. Westchester Co., II., 146.]

1644

- May 24. Patent. Gysbert Op Dyck; the whole of Coney island; vacated, 1662, 95.

1645

- July 4. Patent. Richard Smith; lot on the East river, Manhattan island, 106.

1646

- July 26. Patent. Thomas Coornel;³² tract of land on the East river beginning at Bronckskill (Westchester) 150.

[In Bolton's Hist. Westchester Co., II., 152.]

- Aug. 23. Patent. Adam Mott; 25 morgens land on the west side of Mespachtes Kill, 156.

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LAND PAPERS.

1653

- July 28. Deed. Edward Griffin to Bartel Lott and Peter Loot; 25 morgens of land in Middewout, on Long island, on the west side of the road near the Flat bush, next the minister's land No. 9, as conveyed to the grantor by Gerrit Strycker, 39.

NOTES.

¹GYSBERT OPDYC. Better known in Rhode Island, where he has numerous descendants, as Gilbert Updike, who married Katharine Smith, daughter of Richard¹ of Narragansett. Many allusions to him follow.

²THOMAS WILLETT. The ancestor of many Rhode Islanders, who lies buried at the head of Bullock's Cove, East Providence. His connection with the Dutch seems to have been singularly fortunate.

³JOHN WILLECOCK. This is undoubtedly the "Mr. Wilcockes" who preceded Richard Smith as an Indian trader at Wickford, and later became his partner. See Note 11. Many references to him occur, some of which are interesting, if not complimentary.

⁴ADAM MOTT. It seems indubitable that besides the two men of this name in Portsmouth, R. I., there was another with precisely the same name at Manhattan. Which one of the three is alluded to here, and in the later references, must be left to the judgment of the reader. The close connection with Richard Smith shown by the entries in Vol. III, July 17, and Aug. 31, 1648, suggests the presence in New York, for a time, of the younger Adam of Portsmouth.

⁵WILCOCK. This and all other instances of the occurrence of this name seem to refer to John Wilcox, the trader at Wickford, mentioned above.

⁶LAWRENCE TURNER. Ten years later a freeman at Newport.

⁷JEREMIAH CLARKE. The well known settler of Newport, who frequently held office in both town and colony. The title "Capt." refers to his rank in the militia, and doubtless was a favorite mode of designating him, as it is mentioned on his wife's tombstone in 1677.

⁸CAPT. SMITH. I suppose this to be Richard Smith, the elder, of Wickford.

⁹THOMAS HART. Is this the Thomas Hart of Newport, son of Edward of Providence? If so, some of the children of Thomas may have had for their mother this Sara, in-

stead of Freeborn Williams (Roger), who is commonly thought to have been the mother of all. Edward Hart was town clerk of Flushing, L. I., in 1658. Nicholas Hart is also referred to at New Amsterdam in 1648. I find no proof that these three were identical with the Rhode Island men of the same names, but the coincidence is striking. Were these Harts members of Throckmorton's company? Robert Hart who was commissioned magistrate on the Delaware in 1680 was quite certainly of another family.

¹⁰ELSBURGH. I conjecture that this is Elburg, a town of Holland, situated on the Zuyder Zee, some fifty miles east of Amsterdam. Its population is now about 2500. Possibly this had been the home of John Wilcox before his coming to America.

¹¹RICHARD SMITH. It will be noticed that he is termed "of New Netherland." Does this mean that he claimed at this time that Narragansett was within the Dutch territory? That the Dutch authorities asserted such a claim is plain from Stuyvesant's letter of Aug. 4, 1664, mentioned below. This entry together with the court proceedings of July 15th and 27th, 1645, recorded below, fix the first name of the Wilcox at Narragansett beyond a doubt.

¹²SARA WILLETT. This can scarcely be Sarah, the daughter of Thomas Willett, who married John Eliot, as she was then but four years old.

¹³THE HOPE. This was the fort and trading post opened by the Dutch in 1633 at the place where Hartford now stands.

¹⁴JOHN THROGMORTON. He was at Salem 1631, at Providence 1638, and in 1643 led thirty-five colonists to "Throgg's Neck" (so called from his name) near New York. He was back in Providence in 1648. (Austin.)

¹⁵JOHN GERAERDY. Doubtless the John Gereardy who was an inhabitant of Warwick in 1648, and appears to have been a fur trader. One Philip Geraerdy also is often mentioned at New Amsterdam. The "South river" is the Delaware.

¹⁶PETER Taelman. I think this to be the Peter Tallman who was a freeman at Newport in 1655.

¹⁷EDWARD WISCOCK. This name occurs nowhere else with this spelling. I conjecture that it is a corrupt spelling of Wilcock. Is this Edward the "Edward Wilcocks" who was admitted a freeman at Newport, 1638, and of whom no further trace appears? The residence at Manhattan would account for his disappearance from Rhode Island. Since the names of the children and grandchildren of Daniel and Stephen Wilcox point to Edward of Newport, rather than to John of Narragansett, as the progenitor of the Rhode Island family, the query is the more interesting.

¹⁸MARTIN BARTEN. Rufus Barton came to Portsmouth about 1640, "having fled from the persecution of the Dutch at New York." (Austin.) Possibly he left a relative behind.

¹⁹SKIPPER LOW. Anthony Low, of Boston, Warwick, and Swanzy, was a "skipper" in 1676, and may well have been the master here alluded to.

²⁰GUYSBERT VAN DYC. Evidently an error for Opdyck.

²¹RICHARD STEVENS. Was this "Captain Richard," with his noble consort, connected with Richard Stevens of Taunton, whose daughter Thomasine married Edward Wilcox (Stephen,² Edward¹) of Westerly?

²²THOMAS CORNIL. This was Thomas² Cornell (Thomas¹) who was executed at Portsmouth, May 23, 1673, on the charge (poorly supported by the evidence) of having murdered his mother. (Austin.)

²³SLOOPS BAY. Adrian Block, when in 1614 he explored Narragansett Bay, or, as he called it, the "Bay of Nassau," gave to the western entrance the name of "Sloop Bay," and to the eastern that of "Anchor Bay." This entry plainly alludes to Smith's trading post at Wickford.

²⁴THOMAS NUTON. Abigail Newton, the daughter of this twice married pair, became the wife of her cousin, Lodowick Updike of Wickford.

²⁵SAMUEL CROMSTOCK. Is this the Samuel Comstock of Wethersfield and Providence?

²⁶GREGORY DEXTER. This can hardly be other than the well known preacher at Providence. It is not known that he persevered in his attempt to settle in New York, but it is significant that from 1655 to 1664 his name does not appear at Providence.

²⁷JOHN HICKS. He married in London Herodias Long, then but thirteen years of age, and came first to Weymouth, then to Rhode Island. Then he deserted his wife and "went away to the Dutch," taking, as she avers, most of her property, sent her by her mother. She married,

by the Friends' form, George Gardiner in 1645 or 7. In 1658 she was whipped with ten lashes at Boston for giving her religious testimony at Weymouth, whither she had walked (sixty miles) from Newport. In 1665 she was divorced from Gardiner, and previous to 1671 became the wife of John Porter. (Austin.)

²⁸LAMBERT LOTT. The elder Adam Mott of Portsmouth took for his second wife the widow Sarah Lott. Her daughter Mary became the wife of Adam Mott, the younger. Possibly these women were connected with Lambert Lott, or Bartel Lott, mentioned later.

²⁹NATHANIEL HAZARD. Thomas Hazard, of Portsmouth, was at Newtown, L. I., in 1656, though remaining but a short time. Was Nathaniel a relative?

³⁰JOHN PIEN. Was this John Paine, the alleged privateersman?

³¹GEORGE WRIGHT. Perhaps he of Salem, 1637, and Newport, 1648, who in 1648 stabbed Walter Lettice, as Roger Williams wrote to John Winthrop, Jr.

³²THOMAS COORNEL. The elder Thomas Cornell of Portsmouth. He had been at Throgg's Neck with Throgmorton, but had returned to Portsmouth. The land here mentioned was called Cornell's Neck. Twenty years later it was in litigation, being claimed by the grantee's daughter, Sarah Bridges. (Austin.)

The History of a Ferry.

BY WELCOME A. GREENE.

FEW people of the present age of railroads, telegraphs and telephones realize the importance to the early development of Rhode Island and Providence Plantations of its ferries.

The first permanent settlement was made at Providence ; the next at Portsmouth and following that at Newport. Other settlements were made at Warwick, Wickford, South Kingstown, etc., all of which were made on tide water and thence extended into the country in rear of them.

The main mode of communication between these settlements and between them and the outside world was by water. The roads connecting them—where any existed—were poor and inefficient. Water transportation was always sought as a relief from the danger, inconvenience and expense of that by land.

Roger Williams sent his Indian servant with his "pin-nace" by water to Taunton (some 45 miles) for goods rather than attempt to transport the same by the nearer route (16 miles) across the country.

The first public conveyances inaugurated under colonial rule were ferry boats, and the roads leading to their routes became the popular ones. As has been well

remarked, "The roads ran to the ferries instead of the ferries connecting the roads." The ferries connecting Newport and Portsmouth with the main land on either side and Providence with Rehoboth became thus the great arteries of communication. There gathered all the intercourse of the country round about. There the local, general and foreign news was brought into a focus and exchanged.

The keepers of the ferries were generally among the leading men of the neighborhood and filled a position in the public eye that it is now difficult to appreciate.

With the design of illustrating this peculiar phase of the career of the colony the following sketch of one of its first established ferries is written:

The location of this ferry was at what was known as the "narrow passage" of the Seekonk River, and it connected Providence with the "Rehoboth in the Colony of Massachusetts" of those days. It crossed the river a very few rods south of the present location of "Red Bridge" (now), connecting Providence and East Providence.

It is proposed to give an account of this ferry only during the period it was operated by the white men, but it is well perhaps to state that the "Wampanoag trail" of the Indians crossed the Seekonk river at this point, and tradition, that useful but unreliable attendant upon the muse of history, says that long before the advent of the white men the Indians kept canoes here for the use of travellers along that route. (Let him who places little faith in this statement of tradition read the description of the Narragansetts, their manufactures and commerce, their roads and

ferries, given by Roger Williams, and he will believe more and doubt less.)

Leaving the accounts of pure tradition, the documentary history shows that the early settlements of that portion of Rehoboth, now known as East Providence, were made to the northward of the narrow passage and on the north side of the ten mile river in close proximity to the spot where Roger Williams first attempted to establish himself in the wilderness. This led to a change of route and a desertion for a time of the Old Wampanoag path, so Roger Williams, in coming from Boston to Providence in 1643, bearing the first charter, instead of crossing at narrow passage, went to Seekonk (ten mile river) Cove, and thence by water round the "neck" to the landing on the main street of the settlement. In later times the old route was resumed, possibly canoes being kept at the passage by the whites as they might have been formerly by the Indians, and shortly after the King Philip's war the precarious means of crossing theretofore used were deemed inadequate and a regular ferry was necessary to meet the public needs. On March 3d, 1678-9, Captain Andrew Edmonds "preferred a bill" against the town "for his services done in the war time," and requesting "the accommodation" of a homestead of about two acres at the Narrow Passage "(he there intending the keeping of a ferry)." The townsmen willing to settle the bill in this way, granted him four acres of land and not exceeding that competence.

At this time there was a high gravelly bluff covered with pine forest extending to the eastward of the present South Angell Street as it runs northerly near the Ameri-

can Ship Windlass Co.'s works, reaching over to the river and with a lower stage or foot-hill thrust some two hundred feet to the south of the present south line of Red Bridge. To the west of this bluff was a deep semi-circular depression into which the tide flowed and ebbed from the south, and which was known in those days as "Round Cove," the bluff thus forming a "neck" or peninsular bounded on the east, south and west sides by water or marsh. The Old Wampanoag trail wound round the north side of this depression along the west side of the bluff, crossing over the lower stage of the same, reached the water about where the ruin of the old ferry wharf now stands, some eighty feet south of the Red Bridge.

Here Captain Edmonds established himself, built a house at the southern end of the lower stage of the bluff, planted fruit and shade trees, provided himself with a boat or boats, and stood ready at all proper times to convey passengers back and forth over the narrow passage for the proper consideration. It is interesting to see who was this Captain Andrew Edmonds, for he was one of the striking characters of the day. Where he was born and whence he came to Providence, we have no means of knowing. He reports himself as born in 1639. At Providence, in 1675, he married Mary Hearnden, (or as the name is now spelt Harrington).

He seems to have been by nature a fighting man, one who in the expression of the olden time "loved to fight better than to eat."

Within a few months after his marriage he organized a company and was in active service against the Indians. On Aug. 6th, 1776, the town of Providence voted that

Capt. Edmonds and his company should have one-half of the produce of the Indians (being 35) brought in by them, and in his later life, as will be seen, he was always ready to leave peaceful pursuits for the more congenial one of fighting "salvages."

At this period, however, he was bent on improving his worldly goods in peaceful pursuits.

An examination of the land showed that control of four acres, would only give partial control of the ferry as there was a practical passage by the north end of the bluff to the shore where a rival ferry might be established, while by extending his bounds a little further to the north, owing to the receding shores of both sides of the river, Edmonds might practically forestall all competition, and as the business increased and the future value of the ferry loomed into sight, it became desirable to do so. Accordingly though the amount of land originally asked for was but *two* acres and the liberal grant made was of *four acres and not exceeding that competence*, Edmonds soon threw his fences out to round Cove and northerly till he had covered all the described points, and later, June 2d, 1687, on the plea that the land was "very poor and mean and barren," induced the town to confirm to him the land he had so squatted upon, being an extent of about *nine* acres instead of the *two* originally asked as an "accommodation."

Whilst living on and improving this estate and the appurtenant ferry, Edmond's wife, Mary, bore him three children—William, March 7, 1680-1; Andrew, June 17, 1683, and Joseph, Feb. 2, 1686-7; and his estate increased in value so that on Sept. 1st, 1687, he was taxed 1 shil-

ling and 3 pence, which made him one of the large tax payers of those days, and had he been so disposed he might have enjoyed a life of peace and quite usefulness. Yet his love of fighting Indians (or perhaps a sense of duty towards God to exterminate the "Heathen salvages") led him to abandon all these domestic attractions, and leaving his wife Mary in charge of his infant family, his estate, and the ferry, in 1689, he went off upon the "war-trail."

As there were no Indians to be fought in Rhode Island at that time, he entered the service of the adjacent colony of Plymouth, and led a company into the woods of Maine, where he earned high honors, and upon his return home "forasmuch as he belonged to this colony, for his encouragement for future services," the Gen. Assembly of Rhode Island granted him six-pounds in addition to his compensation received from Plymouth; (it must be remembered that these sums that seem small now, were considered large then, and did actually in purchasing power, represent much more than they now appear.) Upon his return he remained but a few months, when in 1690 he again went "out to the wars for their majesties's interests," this time in a command under the auspices of his own colony.

In 1691, there being no war to call him away, he remained on his estate, and was, June 27, appointed by the General Assembly "special constable throughout the main land of this colony." He appears to have been the only officer of that rank in the colony, and whatever his powers and duties may have been, the office must have been more important than its title would (to us now) import.

So far as known he spent the period between 1691 and his death in 1695 at home, improving the estate and the ferry.

A brief description of the location and approaches to the same is necessary to give even an inadequate idea of the then traffic of the ferry.

At that time there was but one "highway" or street east of the "Towne streets" (the present North and South Main streets), and that was known as "The Highway," nearly in the line of the present Hope street. The Towne streets and the Highway were connected by two streets or highways, one in the line of the present Olney street from North Main to Hope, and the other near the line of the present Wickenden street from South Main to Hope streets. Besides these end streets there were laid out two highways, where are now Meeting and Power streets, but these were simply foot-paths through gorges in the side hill, often impassable to horsemen, and probably only laid out as highways originally because the Meeting street one was the Wampanoag trail and the Power street one the Montaup trail, and the early settlers did not dare to cut off the Indians from their immemorial paths.

The main settlement of the town was on Main street, and around the mill on (on Mill street), the house or "home" lots on Main street running back to (the present) Hope street.

From Hope street, at the corner of Angell, a lane ran to the eastward till it struck the Wampanoag trail, about the present junction of South Angell and Angell streets (being now part of Angell street), thence it followed said

trail to the round cove, and round and over the bluff as above described and down to the water of the Seekonk (following the general course of the present South Angell street). This was known as "Ferry Lane," and for many years was the only highway running east from Hope street.

It will be seen that to get from any part of Main street to the ferry on horseback it was necessary to go round by Olney (or by Wickenden) street to Hope street, thence to Ferry Lane, and so down to the boat.

On the east side of the river the ferry landing was about 300 feet south of the southerly line of the present Red Bridge, thence a road formerly known as "Ferry Lane" wound in a north-easterly direction over the land now occupied by the Standard Oil Company to a point a few rods north of the present intersection of Massasoit and Waterman avenues, where is to-day plainly discernable the remains of the old road running east, under the shade of an oak tree, towards Broadway Six Corners. This path, about ten or twelve feet wide, was the old road to Taunton, and probably before the advent of the whites was the trail of the Wampanoags as they went to join the great coast road of the country, the "Pequot path."

What kind of boats were used at this date to transport passengers across the ferry it is impossible now to determine, but there is good reason for thinking that as early as 1690 there were boats or scows (*batteaux*) capable of transporting men and horses. As to rates of ferriage, they seem to have been left to the judgment of the ferryman till the year 1743, so far as the Legislature is con-

cerned, though rates on other ferries were fixed earlier by act of General Assembly, and this matter leads to the pointing out of some distinctions between this and any other of the early ferries of the colony, which may explain the absence of control over this ferry by the Legislature.

1st. The *right* of the other ferries always belonged to the colony, and the privilege of running or using them was leased to whomsoever the colony saw fit to invest for the time being with that privilege, while the *right* to *this* ferry was always treated as being in the heirs or assigns of Capt. Edmonds, as appurtenant of the ferry estate. It was leased, and rights of dower, courtesy, etc., were held in it as an estate of inheritance, and separate from the control of the colony over its other ferries, as will hereafter be seen.

2. This ferry connected this colony with the adjacent one of 1st Plymouth, and later Massachusetts Bay, and later yet, the State of Massachusetts; and Rhode Island, etc., (whether colony or state) had no control over the eastern end.

The first complication growing out of this peculiar ownership, arose in Captain Edmonds' life time.

The General Assembly of the colony passed a law March 6, 1690, that the person or persons keeping a ferry *within this colony* shall carry and transport over such ferry the person riding Post . . . without demanding anything for compensation.

Captain Edmonds appears to have considered that his ferry as private property did not come within this law, and also that it was not "within this colony," and he de-

manded ferriage of one Stacy, who was rider of the "King's Post."

Stacy refused to pay and a law suit was the result, which, after the usual laws delays, ended in a judgment in favor of the Edmonds' claim.

Pending this suit, or before its settlement, Edmonds died in 1695, and by will gave the ferry estate and appurtenant ferry to his son Andrew, with a remainder over to his brothers, if he died before 21 years of age without children, and subject to a life estate in the same, given to his wife, so long as she remained a widow.

The wife took control over the same and evidently demanded the judgment against Stacy, who appealed to the Legislature, and they, May 7, 1696, decreed that "*hereafter at the ferry at Providence the King's Post shall have passage free . . . when there is occasion to pass; and that Mary Edmonds of said Providence, relict of Andrew Edmonds, shall have the benefit and profit of said ferry between Providence and Rehoboth so far forth as this assembly is capable to invest her . . . and that the judgment passed against Henry Stacy be remitted.*" No other attempt was made to regulate this ferry to this date by the General Assembly.

Mrs. Edmonds did not long retain the benefit of the Legislative grant as she died in the same year, and the ferry fell to Andrew, then in his fourteenth year, who continued to operate it till after he became of age. About this time (1704), Madame Sarah Knight made a journey from Boston to New Haven and fortunately kept a journal. Some items of interest may be gained therefrom as showing the modes of travel at that time and indirectly the

amount of traffic at this ferry. She was obliged to travel on horseback and to employ *guides*, and generally secured the best attainable ones by accompanying the "post rider." She travelled through "rodes" often impassable to wheel carriages, and where many times she was in exceeding fear and danger "to pass on horseback." She mentions passing over but one bridge (over Niantic river) in the whole journey. She crossed three ferries (Providence Ferry, New London Ferry over Thames river, and Saybrook Ferry over Connecticut river), other streams were passed either by fording or in canoe, the horses wading or swimming. Of the New London ferry she says: "By reason of a high wind we met great difficulty in getting over. The boat tossed exceedingly and our horses capered at a very surprising rate and sett us all in a fright." Of the roads: "The rode all along this way are very bad, encumbered with rocks and mountainous passages which were very disagreeable to my tired carcass."

She left Boston Monday, October 2, about 3 o'clock, reached Edmonds' Ferry about two hours before sunset October 3, and arrived in New Haven the following Saturday at 2 p. m., "being October 7, 1704, and took some time to rest after so long and toilsome a journey."

Andrew Edmonds, 2d, continued to carry on the ferry till three years after he became of age, when, he leased the ferry estate, together with the whole use of the ferry there being, to John Mason, of Rehobeth, for the term of seven years from October 11th, 1707, for the consideration of twenty-nine pounds of silver money. Later, June 1st, 1709, he, his wife Meribeh joining in the deed, sold the estate, "with the privilege of the ferry and all other

privileges, profits and benefits therein contained," to Thomas Olney, of Providence, for one hundred and twenty pounds current money of New England.

Considering that the estate was in the hands of a lessee, who had paid his rent in advance for a term of seven years—five of which were unexpired—this sale indicates a high value of the ferry. Andrew Edmunds shortly after left Providence, and October 21st, 1716, his wife Meribeh (formerly Meribeh Field) obtained a divorce from him on the ground that he had gone to Dover, in the North East part of New England and there married one Mary Hobbs.

The ferry remained in the ownership of Olney, but operated by John Mason, till Masons' death, August 27, 1716, when his brothers Noah and Timothy took the same, and February 15, 1716-7, Olney sold the estate and ferry to "Noah Mason Cordwainer and Timothy Mason Mariner," both of Rehoboth, for 150 pounds current money of New England.

These Masons, John, Noah and Timothy, were sons of Noah Mason, of Rehoboth, who was son of Sampson Mason, a soldier of the Cromwellian army in England, and later one of the earliest and most influential settlers of Rehoboth—many of his descendants have been, and are to-day, men of note in both Massachusetts and Rhode Island.

Noah and Timothy Mason continued to operate the ferry, which gradually acquired the name of "Mason's Ferry," till September 22, 1731, when Noah sold his one-half of the estate to Timothy (now described as a "merchant"), with all the privileges in the ferry "placed on that side of the river," for 150 pounds, thus selling his

one-half for as much as the whole had cost fourteen years before.

Timothy Mason continued to operate the ferry till his death, December 9, 1742, when it fell to his son Timothy. Up to this date there had been no interference in, or regulation of this ferry by the General Assembly, except as above noted, and a law in 1714, that no ferryman should carry any slave over a ferry or out of the colony, without a certificate, and in 1719, provisions being made for the retailing of strong liquors by ferrymen, "it being very convenient."

But by the year the year 1743 a great change had taken place in the development of the country, the "rodes" that in 1704 were mere bridle tracks, scarcely passable by horses, were improved to such an extent as to be passable by horse "chairs," or their evolutionary development, the chaises of that day, (introduced about 1742), and the increase of travel and public interest was so great that the General Assembly took in hand the fixing of rates for *all* the ferries in the colony. For this ferry in the following terms: "At Mason's ferry at Providence, over Narrow Passage, six pence for a horse and his load; three pence for every foot person and for every horse and chaise or chair, two shillings." There is no rate fixed for cattle—though in the same law rates are fixed for them at other ferries—the presumption being that, the distance being short, all animals were swam over, the drovers alone taking the ferry boat.

The nature of the patronage of the ferry can well be judged by this list of rates.

That, such as it was, it was increasing rapidly, may be

considered as proved by two facts : First, that in 1743, it was the sole ferry connection between Providence and Rehoboth; while between that year and 1747, a second ferry, "Fuller's ferry," was established less than one mile below and connecting the two towns; and second, in 1747, it was deemed necessary to pass an act for further regulating of ferries, which bears this preamble :

"WHEREAS, the rates for passing the several ferries stated in this colony are become small through the great depreciation of the paper currency, which discourages the ferryman from giving due attendance, to the great inconvenience of travelers passing the same."

The statute then fixes the rate at "Mason's Ferry at Providence over Narrow Passage, for every person four pence, and for every horse four pence, and for all neat cattle eight pence each, and for all sheep, calves and swine two pence, and for every horse and chair or chaise two shillings and six pence." At Fuller's Ferry the same rates were fixed. It is apparent that though the law was avowedly passed to raise rates, and did on all other ferries, yet on Mason's Ferry some of the rates were actually lowered—a fact which can only be explained by a great increase of the business of the ferry.

By this statute the ferrymen were obliged to have convenient wharves or piers, with good and substantial boats well fitted and suitable to their ferries, and give "due attendance for the carrying of passengers from 5 o'clock in the morning till 8 o'clock at night, between the 10th day of March and the 10th day of September, and the rest of the year from 6 o'clock in the morning till 7 o'clock at night, at these rates, provided the weather would permit the boats

passing." As the ferryman always kept a tavern and bar-room at the ferryhouse, in case a traveler was unable to cross before the legal hour of closing, after that hour the ferryman could refuse to carry him over, no matter how pleasant the night might be, unless he received a sum as great or greater than he would have made from his supper, lodging, breakfast and "drinks." The exasperating effect of this system on an anxious traveller who had ridden hard all day to cross the ferry, only to arrive there ten minutes too late, can be better imagined than described.

The ferryman was obliged to carry physicians, surgeons and midwives, and persons going to fetch them at any time of night at the usual rates. How many "white lies" this system must have been responsible for. How many travellers from Boston must have suddenly discovered on their arrival on the shore of the Seekonk a few minutes after 8 o'clock that they were going to Providence to secure the services of Dr. Bowen, Dr. Vandelight or Dr. Gibbs?

There was also a very important provision: "That no passenger nor his horse shall be prevented or delayed in passing the ferry by reason of droves of any sort of creatures."

The ferryman was also obliged to carry "the bags, packs or tubs" that a traveller might carry "on one horse or in their own persons on foot" free of charge. This provision implies that charge might be made for a greater amount of freight, but evidently the business was so small that no rate was by law put on such traffic.

As the suffering from the depreciated currency became

more acute, rates of ferriage were again (October, 1750), raised, and at Mason's Ferry (and also Fuller's), were fixed at: For a person, sixpence; for a horse, sixpence; all neat cattle, one shilling; sheep, swine and calves, three-pence; every horse and chair or chaise, three shillings.

During the period between 1750 and 1757 the colony of Rhode Island, after an heroic struggle with the problem of a superfluous issue of paper money, again arrived nearly to a specie basis, and as the business of the ferry had increased to a large extent in the latter year, the rates were fixed (both Mason's and Fuller's Ferries being the same) at: For every footman, one and one-half pence: a man and horse, three pence; every drift horse, three pence; every neat beast above two years old, two pence; every yearling, one and one-half pence; every calf, one penny; every hog, one penny; every sheep or lamb, one quarter penny; every horse and riding carriage with person in it, six pence; for *heavy goods* by the *hundredweight*, one penny.

This schedule remained the basis of prices of ferriage so long as the ferry continued.

Many changes were made in the service about this time. Thus: On week days the time of ordinary attendance was from the rising to the setting sun throughout the year, with the duty on the ferryman to carry over that evening all who arrived at the landing and were waiting for a passage before sunset, and on Sunday attendance must be given to person going to and returning from places of public worship, to persons hindered from passing the ferry the day before by tempestuous weather or other accident, to physicians, surgeons, midwives and those for them and

no others except the ferryman shall be willing to attend. The other general provisions for managing the ferries remained substantially as before.

It is noticeable that neither on this nor any other ferry in the colony was there at this time any rate fixed for wagons, carts or sleds loaded with freight, all the freight carried over them was on laden horses or carried by persons.

In 1764, while the small-pox was raging in Boston, it was determined by the town of Providence that to prevent its spread into this town, "that Pawtucket Bridge and the two ferries from Rehoboth to this town be properly guarded, and that Mr. Moses Brown be appointed to procure a proper person to attend at the ferry called the Narrow Passage, who is take the same care (against the entering of infected persons and things), and be under the same regulations as the person who is to attend at Pawtucket Bridge." A person was also to be appointed with the same powers at Fuller's Ferry. Thus three persons, one at each of these three places, were supposed to supervise all the traffic and travelers coming from Boston to Providence. To resume the personal history. Timothy Mason, merchant, died, as we have seen, in 1742, and his son carried on the Providence side of the ferry. Some time before 1770, this son died, leaving a son Timothy, presumably a minor, and a widow Lydia. Lydia carried on the ferry during the minority of the son, who went to Cumberland, R. I., and became a joiner. Subsequently, Lydia Mason, widow, married Israel Daggett of Rehoboth, and in 1770 the ferry was in the "possession" of William Daggett, who probably was hired to run it and

lived at the ferry house, thus becoming William Daggett of Providence." Nathan Daggett of Rehoboth, the father of William, wished to purchase the ferry estate and privilege, and accordingly upon Timothy Mason coming of age, Israel and Lydia Daggett, upon the 27th day of August, 1770, conveyed in consideration of £30 lawful money unto our son Timothy Mason, now of Cumberland, joiner, . . . all our right of dower, interest or domain" in "the house, land and ferry lying and being in Providence and known by the name of the Upper Ferry or Mason's Ferry, and now in the occupation of William Daggett of said Providence," and on the next day Timothy Mason, "joyner," conveyed to Nathan Daggett the ferry estate "together with the dwelling house, wharfe, fence and privilege of the ferry now in the possession of William Daggett of said Providence."

Thus this end of the ferry came to the absolute ownership of the Daggetts.

The east, or Rehoboth end from Noah Mason, who died Aug. 29, 1744, had passed through different hands till at, or about this time, it became vested in Lemuel Wyatt, who had a ferry house and wharf on the east side, while the two parties owned and kept up the apparatus for crossing the river in common, Wyatt using it one week and taking all that week's receipts, and Daggett using it the next week and taking its receipts, and so on, alternating the weeks—a rather crude arrangement, but it appears to have been always satisfactory. This apparatus for crossing may be described as follows: The wharves on the east and west sides of the river were some 600 feet apart and each built with a sloping surface, the highest part

nearest the shore, such that a boat could lie along the side with its deck level with some part of its surface at any stage of the tide. A square ended deck scow, some thirty feet long and ten feet wide, plied back and forth between these wharves by means of a rope stretched across from one to the other and secured at both ends. This rope passed through a ring attached to the deck at one corner of the scow, then along its deck and through another ring attached to the further corner. By taking the rope between these rings in hand and pulling on it the scow was forced through the water.

Whenever a vessel had occasion to pass up or down the river across the path of the ferry, the scow was secured to the shore and the rope "slacked away" till it sank low enough to allow the vessel to pass over, after which passage the rope was hauled taught, made fast, and the use of the ferry resumed.

With the strong tidal currents of the narrow passage, (sometimes accompanied by considerable waves) and more especially in winter when heavy ice was running in the stream, this service must have been precarious and not a little dangerous.

The service at Fullers Ferry was probably of the same nature, and with only these two means of leaving Providence on its eastward side, it is not surprising that the more enterprising spirits of the town began to call for a bridge over the Seekonk river, especially as Providence was then in its fullest flood of Colonial prosperity and developing a growth in commerce and manufacturing, literature and the arts, that even without the reverses experienced by Newport in the then approaching Revolu-

tionary struggle, would eventually have placed Providence in the supremacy. With this growth came a sense of the need of more ready communication with the surrounding country, its roads were being improved, parts of the town streets had been paved and in 1773 a *bridge* across the Seekonk was proposed and daring spirits in February of that year, raised a subscription of £800 towards erecting the same with a strong prospect of the whole amount necessary being obtained, when the conservative spirit that held that "God made tidal rivers to run free and unincumbered to the sea," was aroused and the objections to such an improper project as a bridge over this river were stated so strongly in a letter to the editor of the *Providence Gazette* (March 27, 1773), that the project lost support in the community and fell hopelessly.

It is interesting to note these objections:—

After a general protest the writer admits that if the river were impassible there might be some justification of the proposal to bridge it, but "as there is a good convenient well tended ferry there," a bridge is totally unnecessary.

Again "such a bridge would be for the sole benefit of Providence," "It would be a great detriment to *Newport*, as it would cut off the trade of North Providence, Pawtucket and Rehoboth in ship timber planks and lumber for ships and for firewood," of which the writer says that these places send as much to Newport as all the rest of the colony.

He further states that it would be a great detriment to North Providence, Smithfield, Pawtucket and Rehoboth, by cutting them off from the sea and ends with a threat

that Newport "may retaliate by building bridges from the island to the main land and thereby exclude the popular town of Providence from any communication with the sea," which, he says, would not be any more unjust than the proposed action of Providence in building this bridge.

Whatever we may now think of these objections, they (or others that we know not of) were then sufficiently strong to overcome the project of the bridge, and the good, convenient, well-tended ferry cared for by William Daggett (and L. Wyatt) was the only means of crossing, (with Fuller's ferry below), offered the citizens for the next twenty years.

The Daggetts, (father and son) who owned and operated the ferry were descendants of John Doggett, (or John Daggett as he was interchangeably called), who settled in Rehoboth before 1658, and was influential in the time of the King Philips war.

Nathan Daggett, the father, was a prominent merchant in Rehoboth. He lived on the north side of Seekonk or Ten-mile river Cove (now Paper Mills pond), in the house now occupied by his grandchildren, and in his house lot are the remains of the cellar of the house Roger Williams erected for himself when he made his first settlement in the wilderness, and from which he removed to Providence. On the north side of the house he had a store, a separate building (the ruins of which now remain), which was unusual in those days when all but the largest merchants kept their stores in the lower story of their dwelling houses. On the south side of the house was a wharf whence he kept two sloops running to Newport and back,

carrying wood and lumber and bringing in return goods for his store.

As the Revolutionary war approached, he was one of the committee of correspondence of the town of Rehoboth in 1773. When the war broke out he and his brother-in-law, Capt. John Lyon, provided themselves with four pieces of cannon (possibly for his sloops), which (Nov. 6th 1775,) they loaned to the town of Rehoboth for use in the fortification at Hogpen Point, now known as Fort Hill, East Providence. As the Revolutionary war continued he entered the Continental army and was serving as a major in the same at the time of his death, April 18, 1778.

His death was caused by small pox, with which he was seized while at his home. He was removed to the small pox hospital on Seekonk plains where he died.

Upon his death his eldest son, William, who had been occupying and using the ferry estate since 1770—when he was but 14 years old—took the same as a portion of his share of his father's estate. During a part of the Revolutionary war, William left the ferry and served in the Continental army, but at the end of his service resumed possession of the ferry.

With the progress of the Revolutionary war and the depreciation of the Continental currency came great difficulties, growing out of having a schedule of prices or "rate" fixed in peace times and on a specie basis, to apply when (as well stated by resolution of the General Assembly in July, 1780), "from the depreciation of the currency of the United States, the owners of ferries in this State will suffer great injury in conforming to the prices heretofore established by law at their respective ferries,

and whereas, a deviation from the said prices, unless others be fixed will subject persons passing said ferries to great impositions."

The General Assembly attempted to apply a remedy to this evil, but were unable to find one till June, 1782, when prices were fixed at "not (to) exceed more than 50 per cent. more than they were stated in the year 1757."

As, however, the Continental currency had by that time become practically valueless, it is probable that in this as in other lines of business, a system of barter was adapted, receiving goods without any reference to nominal prices in Continental money. It speaks much for the tact and general fairness of both William Daggett and Lemuel Wyatt, that they were able to carry the ferry through this period without having difficulties with their patrons, and no evidence of any is to be found.

William Daggett was certainly an enterprising man, for in 1782, while under all these difficulties, he subscribed thirty dollars towards paying the expenses of opening a highway "from Benefit Street, opposite the Baptist Meeting House, to the head of Ferry Lane, through James Angell's and Rufus Waterman's lots." (The present Angell Street from Benefit to Hope Streets).

Thirty dollars may not seem a very large sum at present to contribute towards that Street, but Moses Brown, with his large interest in the matter, only gave one hundred dollars. Nathan Waterman only one hundred dollars and two day's work with team, and among all the citizens of Providence there were not found a dozen willing to give anything, which facts bring out the public spirit of

this young man, only 26 years old, keeping tavern and ferry way down at the narrow passage.

With the declaration of peace with England, in 1783, came an era of revival of trade and business in Providence which it was fondly hoped would be permanent, but which was almost immediately blighted by the strange acts of the sovereign State of Rhode Island.

No longer held in control by the mother government of England, and the United States being practically non-existent outside of its recognition in treaties with foreign powers, each individual "Sovereign State" of the old thirteen colonies was left to follow the bent of its own will, and Rhode Island followed hers even to the verge of destruction.

In the matter of paper money, notwithstanding her colonial experience and the more recent results of the depreciation of Continental money, she commenced a career, which if continued would have ruined her commerce, and she refused to join the other States in adopting the Constitution till the other twelve, having accepted it, threatened to treat her as a foreign country, and Providence (joined by Newport) threatened to secede from the rest of the States and join the United States on their own account.

It is not our province to discuss this course of action. There were many good reasons not now apparent on the face of things for this course, and there is, when fully understood, more to be proud of than to regret in the action of the little State, who stood out alone and would not accept a defective Constitution with a promise of its after amendment, but compelled the amendments to be made

before she received it. But this is the history of a *Ferry*, and these things are simply spoken of as facts affecting it and showing the difficulties Messrs. Daggett and Wyatt labored under when running this ferry connecting two sovereign States, and part of the time one such State with the United States, and compelled by law to accept only gold or silver coin at one end and an almost worthless paper currency at the other at the same rate.

The lot of the ferryman in those times could not have been a very happy one, and to add to his nervousness there was a rapidly growing feeling that the ferry was inadequate to the wants of the people, and a bridge, practically destroying the ferry franchise, must take its place. There is no hint in the records of the times of any thought of compensation to ferry owners in case of building the bridge.

Yet with all these difficulties Messrs. Daggett and Wyatt continued to manage the ferry to the satisfaction of its patrons so far as any ferry could be satisfactory to them, and when it became evident that a bridge must be built there they joined the twenty-five other incorporators, who subscribed the capital which built the Central Bridge later, and now known (or rather the successor of the old bridge is now known) as Red Bridge. These incorporators were Moses Brown, Nicholas Brown, Hope Brown, Lemuel Wyatt, William Allen, Nathan Waterman, Hannah Cushing, Nathan Angell, William Almy, Obadiah Brown (son of Moses), William Daggett, Jonathan Congdon, Joshua Congdon. Nathan Angell, Jr., Knight Dexter, Thomas Carpenter, Ephraim Bowen, Jr., Seril Dodge, Jabez Bowen, David Howell, Barzillia Bowen, Edward Knowles,

Alexis Teste, Thomas P. Ives, Abner Daggett, Darius Sessions and Nathaniel Cushing. On June 20th, 1792, a charter was granted to these corporators authorizing them to erect "a toll bridge over the river between Providence and Rehoboth at the upper ferry place," having a convenient draw *twenty-four* feet wide.

On the same day a charter was granted to "John Brown, Nicholas Brown, Welcome Arnold, Joseph Nightengale, John Innes Clark, and others their associates," to erect "a toll bridge over the river between said Providence and Rehoboth at or near the plac commonly called Tockwotten Point or Fullers Ferry at the south end of said Providence", and the editor of the *Providence Gazette*, recording the granting of these charters in his issue of June 23th evidently draws a long breath of relief as he adds "we may therefore expect to see those bridges in a short time erected,

When it became evident that the public demanded at least one bridge across the Seekonk, there seems to have been much competition between the two proposed sites. On February 25, 1792, was published in the *Providence Gazette* a long notice favoring the upper ferry as the preferable site on the ground that a bridge *there* could be supported at less expense than at any other place; also, that the centre of the town would then have outlets and avenues nearly at right angles; also, "The college and those who may hereafter build on that hill can be supplied with *wood* much easier than by water or in any other way." "It will particularly accomodate Rehoboth by bringing its produce more conveniently to market." An appeal is made to the esthetic taste of the citizens, viz:

"A bridge to this place will afford one of the pleasantest rides in town whenever the fine road and pleasant situation of Rehoboth may invite either for health or pleasure," and a meeting of those in favor of the bridge *there* is called at the Court house at 2 o'clock p. m., of the next Monday for the purpose of promoting a subscription for the same.

In the same issue is a call for those in favor of a bridge over the Seekonk river for which a subscription is now open to meet at the next Monday at Mr. Daggett's tavern at two o'clock.

On March 3d, petitions for acts of incorporation for both bridge companies were presented to the General Assembly and referred to the next session, and in June, as we have seen, they were both granted.

Despite the above quoted expectation of the editor, large bodies (and these bridges, though simple affairs compared with the massive ones that now span the Seekonk, were large bodies for their day,) moved slowly then as now, and the ferrys continued to supply the only direct means of intercourse with the country to the eastward through the year 1792, and until the third day of September 1793.

The newspapers of that day make no reference to the closing of the ferry or its past history, much of which, now lost, might then have been easily obtained, but we copy the following except in regard to the bridge, from the *Providence Gazette*, Sat. Sept. 14, 1793.

"The Central bridge erected over the Seekonk river, connecting this State with Massachusetts, and this town with Rehoboth, was passed by horses and carriages on the

3d ult. Travellers bound eastward in every direction from Boston to Newport, by passing on either side of the Baptist meeting house near the center of the town and proceeding up the new street directly east of said meeting house (a little north of the college), and so continuing eastward by Mr. Moses Brown's house may readily find said bridge which is extremely commodious.

"(Printers of newspapers in the neighboring States are requested to insert the above paragraph)."

There is a quaintness in this notice that, to the reader of this age, suggests *hunting for a bridge*. The *new* street referred to was Angell street, as laid out ten years before.

Thus practically died the ferry, though it still existed in theory and law, and might have been operated in opposition to the bridge; in fact, the bridge corporation was obliged to buy from the ferry owner the means of access to its western abutment. But this state of affairs could not last long. The ferry franchise was useless to Daggett so long as the bridge stood, and the ferry estate, without the use of the ferry was of little value, few stopped at that "Tavern," (except occasional parties of merrymakers bound only for a dance and a good time), when they could easily cross over the river at any time of night or day. Moreover the bridge corporation was willing to buy him out, and therefore, Aug. 8th, 1793, William Daggett, for \$1,020, sold to the proprietors of the Central bridge, the tract of land with all the privileges therewith connected, whose history, for more than a century, we have been tracing.

The Oldest Marked Grave in the State.

On the 17th of August we visited what is possibly the oldest marked grave in the State, which is situated on a farm a short distance from Mark Rock in Warwick. The inscription is as follows :

Here lieth the bodie
of
SARA TEFFT,
Interred March 16, 1642,
in the 67th year
of her age.

The above is a copy of the original stone, taken from this spot and deposited with the R. I. Historical Society, Providence.

Erected in 1868,
by Rufus Greene, of Providence,
descendant of (7th gen.)
from JOHN GREENE,
from Salisbury, Eng., in 1635,
who was one of the
Original purchasers of these lands
of Miantonomi, in Jan., 1642.

A short distance from this ancient memorial is another stone made quaintly, but the day of death is wanting, but no doubt very old :

Here
lies
the body
Of ELIZ-
ABETH
STON.

A Few Rhode Island Ancestries.

BY J. O. AUSTIN, PROVIDENCE, R. I.

A few names of persons who made, in widely different ways, their impress on the age, will serve to show from how many sources that mental power was derived. The choice has been made of two lawyers, (one an author of law books, and the other a painstaking legislator in Congress) ; two representatives of widely different theological views (the Episcopalian and the Quaker) ; a school-master, and a poetess :

Joseph Kinnicutt Angell (1794-1857), Providence, R. I., descended from the following families: Angell, Dexter, Fullerton, Hopkins, Whipple, Wilkinson, Smith, Wickenden, Kinnicutt, Shepardson, Luther, Butterworth, Hail, Mason, Bowen, Collis.

Thomas Church Brownell (1779-1865), Bishop of Connecticut, from Brownell, Pearce, Wright, Thurston, Mott,

Richmond, Davis, Rogers, Peabodie, Gray, Lettice, Church, Warren, Southworth, Collier, Bailey, Parsons, Graves.

Mrs. Alice (Peckham) Rathbone (1780-1845), Smithfield, R. I., from Peckham, Clarke, Carr, Greene, Almy, Hazard, Brownell, Arnold, Westcott, Wilbur, Porter, Card, Whipple, Olney, Small, Marsh, Perry, Freeman, Tucker, Easton, Saunt, Allen, Kirby, Potter, Robiunson, Wilson, Tefft.

Mrs. Sarah Helen (Power) Whitman (1803-1878), Providence, R. I., from Power, Rhodes, Arnold, Tillinghast, Taber, Masters, Holmes, Borden, Cory, Marsh, Cook, Havens, Gould, Grover, Clarke, Coggeshall, Greenman, Latham, Sheffield, Parker, Wilkinson, Wickenden, Aldrich, Thayer, Hayward, Angell, Woodward, Pray.

Joseph Leonard Tillinghast (1790-1844), Providence, R. I., from Tillinghast, Taber, Masters, Paris, Phillips, Hodges, Macy, Leonard, Gulliver, Kingsley.

Elisha Thornton (1747-1816), Smithfield, R. I., &c., from Thornton, Steere, Wickenden, Smith, Angell, Arnold.

The October and closing number of Volume VIII of the REGISTER is well advanced in its printing, and will soon follow this number. Several notes, queries, etc., will be deferred until then. This number, however, will be very interesting, we trust, to our readers on account of the importance of its leading articles, which certainly, from the text of the subjects, ought to be acceptable to Rhode Island historical students.